

**MASON'S**  
O.K. SAUCE,  
O.K. PICKLES,  
MANGO CHUTNEY,  
Worcestershire  
SAUCE,  
MUSTARD SAUCE,  
TOMATO CATSUP  
1874

# Hongkong Daily Press.

ESTABLISHED 1867.

Registered as a Newspaper at the General  
Post Office in the United Kingdom.

COME AND HEAR  
**WISEMAN'S**  
New Orchestra  
4.30 AND 7.30.

No. 18,835. 號五廿百八千八萬一第 日九廿月八年午戊 HONGKONG, THURSDAY, OCTOBER 3RD, 1918. 四拜禮 號三月十年七國民華中 PRICE, \$3 PER MONTH.

**INTIMATIONS**  
**GREEN ISLAND CEMENT COMPANY**  
PORTLAND CEMENT.  
In Casks 375 lbs. net  
In Bags 250 lbs. net  
SHEWAN, TOMES & Co.,  
General Managers, 1463

**FINEST**  
**EGYPTIAN**  
**CIGARETTES**

**F R I B O U R G**  
**&**  
**T R E Y E R**

**CALDBECK,**  
**MACGREGOR & CO.**

15, QUEEN'S ROAD CENTRAL.

Telephone No. 74.

**CARTRIDGES.**  
**ARRIVED!**

A large consignment of  
**SPORTING CAR-**  
**RIDGES**, principally loaded  
with E. C. Powder.

HONGKONG SPORTING ARMS AND  
AMMUNITION STORE,  
5-8, Beaconsfield Arcade. [1896]

**A LING & CO.**  
18, QUEEN'S ROAD CENTRAL.

**FURNITURE AND PHOTO GOODS**  
**STORE**

Photographic Goods of Every Description  
In Stock.

Developing, Printing and Enlarging  
Canton Marbles in Various Shades.  
TELEPHONE 1812. [1906]

**PEAK TRAMWAY COMPANY,**  
**LIMITED.**

**TIME-TABLE**

**WEEK DAYS.**

7.00 a.m. to 8.00 a.m. Every 15 minutes  
8.00 " " " " " 10 " "  
9.30 " " " " " 15 " "  
10.30 " " " " " 15 " "  
11.30 " " " " " 30 " "  
12.45 p.m. to 1.15 p.m. " 10 " "  
1.45 " " " " " 10 " "  
2.15 " " " " " 15 " "  
3.30 " " " " " Every 30 " "  
4.30 " " " " " 15 " "  
5.00 " " " " " Every 15 " "  
8.00 " " " " " 10 " "

**NIGHT CARS.**

8.50 p.m., 9.30 p.m., 10 p.m., 11.00 p.m.,  
11.30 p.m. and 11.45 p.m.

**SUNDAYS.**

7.30 a.m. to 10.30 a.m. Every 15 minutes  
10.30 " " " " " 10 " "  
11.30 " " " " " 15 " "  
12.00 noon to 12.30 p.m. " 10 " "  
12.30 p.m. to 1.30 p.m. " 15 " "  
2.00 " " " " " 15 " "  
3.30 " " " " " 10 " "  
5.00 " " " " " 15 " "  
7.00 " " " " " 10 " "

**NIGHT CARS.**

8.50 p.m., 9.30 p.m., 10 p.m., 11.00 p.m.,  
11.30 p.m. and 11.45 p.m.

**SPECIAL CARS** by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Vaux Road Central.

Season and punch tickets available for all  
cars not already full, running at the times  
stated in the Company's time-tables, but not  
for special cars, can be obtained on applica-  
tion at the Company's Office. No Season  
tickets will be issued until payment therefor  
has been made in Bank Notes or by Cheque  
or Comptroller Order representing Bank  
Notes.

**JOHN D. HUMPHREYS & SON,**  
General Managers. [1918]

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after MONDAY, 10th JUNE, 1918, until further Notice.

#### DOWN TRAINS.

Stations	No. 1 Through Express a.m.	No. 2 Local a.m.	No. 3 Through Express p.m.	No. 4 Local p.m.	No. 5 Through Express a.m.	No. 6 Local a.m.	No. 7 Through Express p.m.	No. 8 Local p.m.	No. 9 Through Express a.m.	No. 10 Local a.m.	No. 11 Through Express p.m.	No. 12 Local p.m.	No. 13 Through Express a.m.	No. 14 Local a.m.	No. 15 Through Express p.m.	No. 16 Local p.m.	No. 17 Through Express a.m.	No. 18 Local a.m.	No. 19 Through Express p.m.	No. 20 Local p.m.
CANTON (Tai Sha Tau)	dep. 7.30	dep. 8.15	dep. 1.15	dep. 1.45	dep. 7.30	dep. 8.15	dep. 1.15	dep. 1.45	dep. 7.30	dep. 8.15	dep. 1.15	dep. 1.45	dep. 7.30	dep. 8.15	dep. 1.15	dep. 1.45	dep. 7.30	dep. 8.15	dep. 1.15	dep. 1.45
SHANGHAI	dep. 8.45	dep. 9.30	dep. 2.30	dep. 3.00	dep. 8.45	dep. 9.30	dep. 2.30	dep. 3.00	dep. 8.45	dep. 9.30	dep. 2.30	dep. 3.00	dep. 8.45	dep. 9.30	dep. 2.30	dep. 3.00	dep. 8.45	dep. 9.30	dep. 2.30	dep. 3.00
Sham Chun	dep. 9.15	dep. 10.00	dep. 3.00	dep. 3.30	dep. 9.15	dep. 10.00	dep. 3.00	dep. 3.30	dep. 9.15	dep. 10.00	dep. 3.00	dep. 3.30	dep. 9.15	dep. 10.00	dep. 3.00	dep. 3.30	dep. 9.15	dep. 10.00	dep. 3.00	dep. 3.30
Sheng Shui	dep. 9.45	dep. 10.30	dep. 3.30	dep. 4.00	dep. 9.45	dep. 10.30	dep. 3.30	dep. 4.00	dep. 9.45	dep. 10.30	dep. 3.30	dep. 4.00	dep. 9.45	dep. 10.30	dep. 3.30	dep. 4.00	dep. 9.45	dep. 10.30	dep. 3.30	dep. 4.00
Fanning	dep. 10.15	dep. 11.00	dep. 4.00	dep. 4.30	dep. 10.15	dep. 11.00	dep. 4.00	dep. 4.30	dep. 10.15	dep. 11.00	dep. 4.00	dep. 4.30	dep. 10.15	dep. 11.00	dep. 4.00	dep. 4.30	dep. 10.15	dep. 11.00	dep. 4.00	dep. 4.30
Tai Po Market	dep. 10.45	dep. 11.30	dep. 4.30	dep. 5.00	dep. 10.45	dep. 11.30	dep. 4.30	dep. 5.00	dep. 10.45	dep. 11.30	dep. 4.30	dep. 5.00	dep. 10.45	dep. 11.30	dep. 4.30	dep. 5.00	dep. 10.45	dep. 11.30	dep. 4.30	dep. 5.00
Tai Po	dep. 11.15	dep. 12.00	dep. 5.00	dep. 5.30	dep. 11.15	dep. 12.00	dep. 5.00	dep. 5.30	dep. 11.15	dep. 12.00	dep. 5.00	dep. 5.30	dep. 11.15	dep. 12.00	dep. 5.00	dep. 5.30	dep. 11.15	dep. 12.00	dep. 5.00	dep. 5.30
Shatin	dep. 11.45	dep. 12.30	dep. 5.30	dep. 6.00	dep. 11.45	dep. 12.30	dep. 5.30	dep. 6.00	dep. 11.45	dep. 12.30	dep. 5.30	dep. 6.00	dep. 11.45	dep. 12.30	dep. 5.30	dep. 6.00	dep. 11.45	dep. 12.30	dep. 5.30	dep. 6.00
Tsuen Wan	dep. 12.15	dep. 1.00	dep. 6.00	dep. 6.30	dep. 12.15	dep. 1.00	dep. 6.00	dep. 6.30	dep. 12.15	dep. 1.00	dep. 6.00	dep. 6.30	dep. 12.15	dep. 1.00	dep. 6.00	dep. 6.30	dep. 12.15	dep. 1.00	dep. 6.00	dep. 6.30
Hung Hom	dep. 12.45	dep. 1.30	dep. 6.30	dep. 7.00	dep. 12.45	dep. 1.30	dep. 6.30	dep. 7.00	dep. 12.45	dep. 1.30	dep. 6.30	dep. 7.00	dep. 12.45	dep. 1.30	dep. 6.30	dep. 7.00	dep. 12.45	dep. 1.30	dep. 6.30	dep. 7.00
Shek Lung	dep. 1.15	dep. 2.00	dep. 7.00	dep. 7.30	dep. 1.15	dep. 2.00	dep. 7.00	dep. 7.30	dep. 1.15	dep. 2.00	dep. 7.00	dep. 7.30	dep. 1.15	dep. 2.00	dep. 7.00	dep. 7.30	dep. 1.15	dep. 2.00	dep. 7.00	dep. 7.30
Kowloon	dep. 1.45	dep. 2.30	dep. 7.30	dep. 8.00	dep. 1.45	dep. 2.30	dep. 7.30	dep. 8.00	dep. 1.45	dep. 2.30	dep. 7.30	dep. 8.00	dep. 1.45	dep. 2.30	dep. 7.30	dep. 8.00	dep. 1.45	dep. 2.30	dep. 7.30	dep. 8.00

#### UP TRAINS.

Stations	No. 1 Through Express a.m.	No. 2 Local a.m.	No. 3 Through Express p.m.	No. 4 Local p.m.	No. 5 Through Express a.m.	No. 6 Local a.m.	No. 7 Through Express p.m.	No. 8 Local p.m.	No. 9 Through Express a.m.	No. 10 Local a.m.	No. 11 Through Express p.m.	No. 12 Local p.m.	No. 13 Through Express a.m.	No. 14 Local a.m.	No. 15 Through Express p.m.	No. 16 Local p.m.	No. 17 Through Express a.m.	No. 18 Local a.m.	No. 19 Through Express p.m.	No. 20 Local p.m.
SHANGHAI	dep. 7.30	dep. 8.15	dep. 1.15	dep. 1.45	dep. 7.30	dep. 8.15	dep. 1.15	dep. 1.45	dep. 7.30	dep. 8.15	dep. 1.15	dep. 1.45	dep. 7.30	dep. 8.15	dep. 1.15	dep. 1.45	dep. 7.30	dep. 8.15	dep. 1.15	dep. 1.45
Sham Chun	dep. 8.45	dep. 9.30	dep. 2.30	dep. 3.00	dep. 8.45	dep. 9.30	dep. 2.30	dep. 3.00	dep. 8.45	dep. 9.30	dep. 2.30	dep. 3.00	dep. 8.45	dep. 9.30	dep. 2.30	dep. 3.00	dep. 8.45	dep. 9.30	dep. 2.30	dep. 3.00
Sheng Shui	dep. 9.15	dep. 10.00	dep. 3.00	dep. 3.30	dep. 9.15	dep. 10.00	dep. 3.00	dep. 3.30	dep. 9.15	dep. 10.00	dep. 3.00	dep. 3.30	dep. 9.15	dep. 10.00	dep. 3.00	dep. 3.30	dep. 9.15	dep. 10.00	dep. 3.00	dep. 3.30
Fanning	dep. 9.45	dep. 10.30	dep. 3.30	dep. 4.00	dep. 9.45	dep. 10.30	dep. 3.30	dep. 4.00	dep. 9.45	dep. 10.30	dep. 3.30	dep. 4.00	dep. 9.45	dep. 10.30	dep. 3.30	dep. 4.00	dep. 9.45	dep. 10.30	dep. 3.30	dep. 4.00
Tai Po Market	dep. 10.15	dep. 11.00	dep. 4.00	dep. 4.30	dep. 10.15	dep. 11.00	dep. 4.00	dep. 4.30	dep. 10.15	dep. 11.00	dep. 4.00	dep. 4.30	dep. 10.15	dep. 11.00	dep. 4.00	dep. 4.30	dep. 10.15	dep. 11.00	dep. 4.00	dep. 4.30
Tai Po	dep. 10.45	dep. 11.30	dep. 4.30	dep. 5.00	dep. 10.45	dep. 11.30	dep. 4.30	dep. 5.00	dep. 10.45	dep. 11.30	dep. 4.30	dep. 5.00	dep. 10.45	dep. 11.30	dep. 4.30	dep. 5.00	dep. 10.45	dep. 11.30	dep. 4.30	dep. 5.00
Shatin	dep. 11.15	dep. 12.00	dep. 5.00	dep. 5.30	dep. 11.15	dep. 12.00	dep. 5.00	dep. 5.30	dep. 11.15	dep. 12.00	dep. 5.00	dep. 5.30	dep. 11.15	dep. 12.00	dep. 5.00	dep. 5.30	dep. 11.15	dep. 12.00	dep. 5.00	dep. 5.30
Tsuen Wan	dep. 11.45	dep. 12.30	dep. 5.30	dep. 6.00	dep. 11.45	dep. 12.30	dep. 5.30	dep. 6.00	dep. 11.45	dep. 12.30	dep. 5.30	dep. 6.00	dep. 11.45	dep. 12.30	dep. 5.30	dep. 6.00	dep. 11.45	dep. 12.30	dep. 5.30	dep. 6.00
Hung Hom	dep. 12.15	dep. 1.00	dep. 6.00	dep. 6.30	dep. 12.15	dep. 1.00	dep. 6.00	dep. 6.30	dep. 12.15	dep. 1.00	dep. 6.00	dep. 6.30	dep. 12.15	dep. 1.00	dep. 6.00	dep. 6.30	dep. 12.15	dep. 1.00	dep. 6.00	dep. 6.30
Shek Lung	dep. 12.45	dep. 1.30	dep. 6.30	dep. 7.00	dep. 12.45	dep. 1.30	dep. 6.30	dep. 7.00	dep. 12.45	dep. 1.30	dep. 6.30	dep. 7.00	dep. 12.45	dep. 1.30	dep. 6.30	dep. 7.00	dep. 12.45	dep. 1.30	dep. 6.30	dep. 7.00
Kowloon	dep. 1.15	dep. 2.00	dep. 7.00	dep. 7.30	dep. 1.15	dep. 2.00	dep. 7.00	dep. 7.30	dep. 1.15	dep. 2.00	dep. 7.00	dep. 7.30	dep. 1.15	dep. 2.00	dep. 7.00	dep. 7.30	dep. 1.15	dep. 2.00	dep. 7.00	dep. 7.30

\* Will stop at Tai Po and Sheng Shui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

Fanning dep. 8.00	8.30	2.50	Shatashok dep. 7.10	10.15	8.00
Shatashok arr. 8.55	9.30	2.50	Fanning arr. 8.05	11.10	8.00

[782]

## MITSUBISHI ZOSEN KAISHA, LTD.

IA, A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contrails, Condensers, Stone's Manganese, Bronze Castings,

Parsons's Steam Turbines and Turbo-Alternators, &c., &c.

**NAGASAKI WORKS.**

TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

Dock No. 1. Dock No. 2. Dock No. 3.

Length on Keel Blocks ... 510 feet. 350 feet. 714 feet.

Width of Entrance on bottom ... 77 " 53 " 88 "

Water on Blocks at Spring Tide ... 28 " 24 " 44 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.

Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Cranes.

[1896]

**ROBE WORKS.**

TELEGRAPHIC ADDRESS: "DOCK," KOBE.

FLOATING DOCKS.

Length on Keel Blocks ... No. 1. 7,000 tons. No. 2. 12,000 tons.

Max. Length of Ship taken in ... 500 feet. 560 feet.

Max. Breadth of Ship taken in ... 80 " 88 "

Max. Draft of Ship taken in ... 25 " 30 "

[1906]

**HIKOSHIMA WORKS (Near Shimonoseki).**

TELEGRAPHIC ADDRESS: "DOCK," SHIMONOSEKI.

GRAVING DOCK.

Length on Keel Blocks ... 338 feet 6 inch.

Breadth at Entrance on bottom ... 56 " 5 "

Depth of Water on Blocks at Spring Tide ... 25 " 5 "

Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS

are closely connected with each other, enabling them to co-operate in the prompt

execution of work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application.

[1906]

**KAIPING COAL**

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES

**FOUNDRY AND SMELTING COKE**

**FIREBRICK AND FIRECLAY**

FOR ALL INFORMATION APPLY TO

**DODWELL & CO. LTD. QUEEN'S**

**BUILDINGS HONGKONG, OR**

**KAILAN MINING ADMINISTRATION**

TIENTSIN, NORTH CHINA.

[1906]

**THE LIVERPOOL & LONDON & GLOBE INSURANCE CO., LTD.**

Established 1828. Incorporated in Great Britain.

Total Assets exceed \$14,000,000.

**FIRE, LIFE, MARINE, MOTOR CAR, PLATE GLASS, FIDELITY,**

**GUARANTEE AND LOSS OF PROFITS INSURANCE.**

HONGKONG BRANCH.

Des Vaux Road, Central.

JOHN D. H. LANCASTER,

Acting Local Manager.

[1848]

## HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO

STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

FOR the convenience of the travelling Public, a Special 1st Class Return Ticket

at Hongkong Currency \$11.00 and Chinese Currency \$11.50 available one way

by Railway and the other by the Company's vessels will also be issued.

**HONGKONG-CANTON LINE.**

**HONGKONG TO CANTON. CANTON TO HONGKONG.**

THURSDAY, 3RD OCTOBER, 1918.

8 a.m. "HEUNGSHAN" 10 p.m. "FATSHAN"</



## ALLISON PIANOS

AN INSPIRATION TO THE ARTIST.

MUSICAL STUDENT AND AMATEUR.

SPECIALLY MANUFACTURED FOR THIS CLIMATE.

CASH OR EASY TERMS.

MOUTRIE'S

SOLE AGENTS.

Comfortable, good-looking

Pyjamas

Made of fine Ceylon Flannel, very soft, cut full and roomy to insure peaceful slumber.

All weights and qualities at prices ranging from \$4.75 per suit.

MACKINTOSH

&amp; CO., LTD.

Men's Wear Specialists.

16, DES VŒUX ROAD.



Telephone 29.

YALE & TOWNE  
HARDWARE

YALE

PADLOCKS. CABINET SOCKS.  
DOOR CLOSERS. Etc. Etc.  
SOLD EVERYWHERE.

## FOOK LEE &amp; Co.

Established 1871.

IRON & STEEL PRODUCTS, HOUSE & SHIPBUILDING  
& ENGINEERING MATERIALS.HEAD OFFICE: Nos. 2a, 2 & 4, Hillier Street.  
BRANCH OFFICE: York Building, Chater Road.  
Phone 1174. Phone 1950.

PRICE SENT ON APPLICATION.

MACARONI, PASTES, STARS, EGG NOODLES, VERMICELLI,  
AND ALL KINDS OF SOUP STUFFS.

ALL our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly.

THE HING WAH PASTE MANUFACTURING CO., LTD.  
Head Office: No. 47 and 48, Connaught Road, Central, Hongkong; Telephone No. 1233.  
Principal Factory: No. 71, North Soochow Road, Shanghai, China; Telephone No. 3384.  
Branch Factory: Wing Hing Street, Causeway Bay, Hongkong.  
Cable Address: "Hingwa." 2237

## FOR SAIGON.

THE Steamship  
"PROVIDENCE"

will have prompt despatch.

For Freight apply to:-

MESSAGERS MARITIMES,

3, QUEEN'S BUILDING.

Hongkong, 30th September, 1918. [2467]

## MOTOR LAUNCH "EDDA"

FOR SALE.

LENGTH 30 ft., beam 7 ft., depth 3 ft., 3 cylinder 12 B. H. P. Drott crank oil engine; cheap to run; just thoroughly overhauled. Can be seen at A King's Slipway, Wanchai. Offers Wanted.

Apply:-  
LOWE, BINGHAM & MATTHEWS,  
Liquidators,  
BLACKHEAD & CO.,  
3, QUEEN'S ROAD, CENTRAL.  
[2465]

GENERAL MILITARY  
SERVICE TRIBUNAL.  
CONSIDERATION OF TEMPORARY  
EXEMPTIONS.

A meeting of the General Military Service Tribunal was held in the Council Chamber yesterday when further applications for extensions of temporary exemptions were considered. The Chief Justice, Sir William Rees Davies, K.C., presided and there was a full attendance of members. The results, stated briefly, were as follows:-

L. J. Blackburn—total exemption.  
F. W. S. Evans—three months' extension.  
D. Ritchie—To be enrolled.  
A. E. Scott—three months' extension.  
E. W. White—total exemption.  
N. L. Raiton—three months' extension.  
MR. L. J. BLACKBURN.

The first case considered was that of Mr. L. J. Blackburn, of the Hongkong & China Gas Company. Mr. H. W. Looker represented the Company. Mr. G. J. H. Curry, the local secretary of the Company, was also present.

The CHAIRMAN (to Mr. Blackburn)—The Tribunal granted you temporary exemption until October 12th. You did not ask for exemption yourself. Your firm desired your total exemption but you yourself suggested that the Company could carry on without you and, as a matter of fact, you pointed out that the Company had carried on with only one engineer when the other was on leave. Since that time the Company's solicitors have written applying for your total exemption, stating that the Company cannot get another gas engineer to replace you and pointing out that you have had five years' training with the Company. The letter also mentions the large amount of gas consumed monthly in Kowloon and Hongkong and suggests that the Company cannot take the responsibility of maintaining the supply if you are taken away as only one man would be left to look after both the Hongkong and Kowloon stations. Moreover, it is stated that Mr. McCubbin must go away next summer or, otherwise, he may have a breakdown.

Mr. Looker—The shortage of all engineers is pronounced and to find an experienced gas engineer to replace Mr. Blackburn is quite impossible. Three names were put forward by Mr. Jenkins. One was given an appointment and never turned up. Another was admitted to be unsuitable and the third has accepted a position with the China Light & Power Co. I think the Tribunal appreciates that for purposes of safety there must be an engineer in Kowloon and one in Hongkong. Although during the summer when the demand for gas is lighter the Company have in the past allowed one man to go away, leaving one man to attend to both depots, they have always been able, if necessary, to fall back on some other engineer. There was, of course, a greater supply in peace time. It was stated to the Tribunal on the last occasion that Mr. McCubbin was overdue for leave and the Chairman remarked that we were all overdue for leave. That is perfectly true, but there is a difference between being overdue for a holiday and overdue for leave for health's sake. Mr. McCubbin was told over a year ago he ought to leave the Colony at once. He has carried on, sometimes being laid up for a day or so or perhaps longer and then being able to get about again, but it is desirable for his health's sake, and in the interests of prudence that he should go away in the summer. If Mr. McCubbin was left as the only gas engineer, and happened to be laid up, the Company would be in a helpless position. It is possible that both the Hongkong and Kowloon gas supplies would be endangered. Some of the machinery at Kowloon is old and wants watching and if a breakdown occurred there the Company might have no alternative but to shut the works down.

The CHAIRMAN—Do you draw any distinction between peace time and war time in connection with getting a substitute?

Mr. Looker—"I do." In peace time the Company could get a man if necessary from Shanghai or Manila or other places.

The CHAIRMAN—In peace time, when only one engineer was in charge, it would be easy to get a substitute if one was required. It is impossible now!

Mr. Looker—The Company took the risk of running with one engineer because it was always possible to obtain the services of another man in an emergency. In war time it is impossible. We ask for the exemption of Mr. Blackburn to make the Kowloon gas service certain of being carried on. Moreover, it might be pointed out that the Company have never carried on with one engineer except when the man, who was left in sole charge, was just fresh from home. Mr. McCubbin has

not been home since 1912 and is, of course, not so physically fit to stand the strain of looking after two depots as he would be if he had just come from home.

Major Morgan—At the previous meeting of the Tribunal Mr. Curry was asked whether it was the Company's wish that, of the two men before the Tribunal, Mr. Blackburn should go, and he replied that it was. The question was put twice. I still claim the non-exemption of Mr. Blackburn and if Mr. Blackburn is exempted then I claim that Mr. Borthwick should go in his place.

Mr. Looker—The position, as I understand it, regarding this choice was that the Tribunal said one man must go and that the Company could choose which one. The Company did not acquiesce in the decision that one man could be spared in any sense. They were obliged to make a choice and they said they would rather keep Mr. Borthwick because he attends to the outside connections. It was necessary that they should keep him.

The CHAIRMAN—Furthermore Mr. Blackburn expressed a desire that he should be the man to go.

Mr. Looker—It was not a case of the Company saying they did not mind letting one man go. If Mr. Borthwick was taken in place of Mr. Blackburn there would be no one to attend to the connection between the Company and the consumer.

Mr. Lang—Is not Mr. Hunter in charge of that department?

Mr. Curry—We have two men. Mr. Hunter is the head.

Mr. Looker—Mr. Hunter and Mr. Borthwick are continually employed the whole time.

The CHAIRMAN—A strong point in your favour, I should say, is that you have not the same opportunity now of obtaining the services of an extra man, in the event of your being left with only one engineer, as you had in peace time.

Mr. Looker—That is so, and in view of the present position and the possibility there may be of peace, I would suggest that it would not be prudent to jeopardise a public service by taking this man.

The CHAIRMAN (to Mr. Blackburn)—In the event of Mr. Borthwick going, could you do his work?

Mr. Blackburn—Not entirely, sir. I have to look after the Kowloon works and all the outdoor work is done from the Hongkong office. The outdoor men get to the office at 7 o'clock in the morning. I am on indoor work and it would be very difficult to dovetail the duties.

Mr. Adamson—Are you still of the opinion that the Company could do without you, Mr. Blackburn?

Mr. Blackburn—Not entirely.

Mr. Adamson—You have modified your view?

Mr. Blackburn—Yes.

The CHAIRMAN—What do you mean by "not entirely"? The Company could, or could not, get on without you.

Mr. Blackburn—They could not do without me unless they could get someone to replace me.

The Tribunal then considered the matter in private, and, subsequently, the Chairman, addressing Mr. Blackburn, said—The Tribunal grants you absolute exemption.

Major Morgan—As regards the case of Mr. Borthwick?

The CHAIRMAN—That does not arise before us at present having regard to the decision of the Tribunal in this case. I may say, however, that your information was considered.

MR. F. W. S. EVANS.

The next case was that of Mr. F. W. S. Evans, of Messrs. Calbeck, MacGregor & Co.—Mr. H. W. Looker appeared on behalf of the Company.

The CHAIRMAN (to Mr. Evans)—The Tribunal granted you temporary exemption until October 12th, in order that you might make arrangements. That was done after considering the very full statement submitted by your solicitors. It was suggested that Mr. Swan, who is over-age and at present in Penang and is proposing to retire shortly and leave the East, should come to Hongkong and take your place, but this, your solicitor stated, Mr. Swan declined to do as he is sick and has been a good many years in a tropical climate. Since then your solicitors have written to the Tribunal that an invalided army officer was engaged in Singapore to replace you but, unfortunately, this arrangement fell through. On September 20th your solicitors forwarded a memorandum to the Tribunal showing the efforts your firm has made—which I think I may say have been fully recognised—to replace you so as to enable you to go on active service. This memorandum states that another gentleman is now on his way out from England to take over from you and a request for the continuation of your exemption is made in order to enable you

to introduce the newcomer to the business. That, I believe, shortly speaking, is the history of the position. Your firm's application is merely for further extension.

Mr. Looker—That is so. We have left no stone unturned to find a man. Capt. Butler, who is now on his way out from home, should have gone to Penang but the firm would prefer, as between Penang and Hongkong, that he should come to Hongkong and that the Penang branch be closed. At any rate, they have to make that sacrifice. I do not know how long it will take Captain Butler to grasp the business. It depends, I suppose, upon his aptitude. He seems to have had some experience in the brewing line. We should like to have six months' exemption but if the Tribunal decides to give only three we could come back again and ask for it to be extended further if we find it is not enough. Captain Butler left on September 10th. I do not suppose he will be here for another month and, as ships are very much delayed, he may not arrive until December.

The CHAIRMAN—It is absolutely essential, I suppose, that Mr. Evans should be here on his arrival to give him an insight into the business.

Mr. Looker—He must be.

The Tribunal considered the matter in private and, subsequently, the Chairman, addressing Mr. Evans, said—The Tribunal grants you a further three months' exemption to enable you to introduce Captain Butler into your business.

MR. D. RITCHIE.

The case of Mr. D. Ritchie, of the International Banking Corporation, was the next considered.—Mr. Hogg, the manager of the bank, attended and remarked that Mr. Ritchie was not appearing.

The CHAIRMAN—We would prefer that he did.

Mr. Hogg—He is very busy at present.

The CHAIRMAN—Mr. Ritchie was granted three months' exemption. Your pre-war staff was eight. That was reduced to six, and, owing to Mr. Reid being permitted by the Tribunal to leave, it was further reduced to five. The decision to grant Mr. Ritchie three months' temporary exemption was arrived at after the careful consideration of the papers before the Tribunal. Since then you, Mr. Hogg, on behalf of your Corporation, have addressed a letter to the Tribunal, in which you state that you have received instructions from your Head Office to apply for the exemption of Mr. Ritchie. Your General Manager writes that there seems to be no other course open to you as it is impossible to send a man to replace him because the Head Office has been losing men through the enforcement of the draft or through their going to England to enlist. It is pointed out that the International Banking Corporation, in its Eastern Agencies, is affiliated to the National City Bank of New York which institution, since the beginning of the war, has been associated with Messrs. J. P. Morgan & Co., in various loans, and acts as Fiscal Agents for the Government of France. In your letter you also point out that in your opinion it would be inequitable if a pre-war staff of eight, now reduced to five, was further reduced to four whilst the Chartered Bank with a pre-war staff of nine was allowed to retain seven men and the Mercantile Bank is unable to reduce its staff at all. Moreover, you say Mr. Ritchie could not be replaced by outside assistance.

The CHAIRMAN, continuing, this representation to the Tribunal is based, I understand, on the communications received from New York.

Mr. Hogg—Entirely.

The CHAIRMAN—I suppose you say that the opportunities which it might have been thought existed previously of obtaining a substitute in New York are limited now by the fact that their people are going to fight.

Mr. Hogg—Members of our Eastern American staff are not exactly exempted but they have been put into such a low class that it is unlikely they will ever be called up. Before that decision was arrived at, however, several of our men registered and these men are being called up. A certain amount of red-tape has to be got over before those men can be sent back and our office is not insisting upon having them sent back if they can be spared.

The CHAIRMAN—Three men have already gone from Hongkong!

Mr. Hogg—Five, including Mr. Reid; four men to fight and one more to do war work.

The CHAIRMAN—Have any of them been replaced?

Mr. Hogg—Two.

The CHAIRMAN—What is your total strength?

Mr. Hogg—Five at present. I am under medical orders to go away but I cannot go. I have been trying to get away for three months.

The CHAIRMAN—I don't suppose you put your need of going away forward in order to show the necessity of retaining Mr. Ritchie?

Mr. Hogg—No. It is nothing to do with Mr. Ritchie. It shows the impossibility of doing without another man.

Major Morgan—How many Americans are in your office here?

Mr. Hogg—Two Americans.

Major Morgan—If the orders are for them to go they will have to go.

Mr. Hogg—There are no orders. They have not registered.

The CHAIRMAN—Do you know whether Mr. Ritchie desires to go or not? I think he should have been here. I do not know the custom of the Tribunal but I personally am strongly of the opinion that he should be attended. This Tribunal is discharging a public duty and I think applicants ought, out of pure courtesy, to attend.

Mr. Hogg—He received a notice that he need not attend and he is doing two men's work.

Mr. Dyer Ball asked permission to make a statement and said a notice had been sent to Mr. Hogg warning him that the case was to be heard, "telling him the time when it would come on and asking him to inform Mr. Ritchie that he could attend if he so desired."

The CHAIRMAN—Can you say whether Mr. Ritchie wishes to go?

Mr. Hogg—He does not seem to care whether he goes or not. He did not put his name forward as Mr. Reid did.

The CHAIRMAN announced that he would like Mr. Ritchie to be present and the case was consequently adjourned for a time in order that a message might be sent asking him to attend.

When, subsequently, Mr. Ritchie put in an appearance, he stated, in answer to the Chairman's query, that he had no objection whatever to going.

The CHAIRMAN—Do you consider you can, at the present time, be spared?

Mr. Ritchie—Not at the present time, with our present staff. We are busy just now.

The CHAIRMAN—How long have you been here?

Mr. Ritchie—Three and a half years in the International Bank; six years in the East.

The CHAIRMAN—You have had some previous military training?

Mr. Ritchie—Yes.

Mr. Adamson—When you say you are busy just now do you mean you are exceptionally busy just now?

Mr. Ritchie—Not exceptionally busy. We have been busy ever since the staff was reduced to five. One man is sick and the work has fallen behind.

In reply to Mr. Lang, Mr. Hogg said he thought it was impossible to get a man from the bank's branch in Manila.

The CHAIRMAN—You spoke of the Mercantile Bank just now. What is their staff?

Mr. Hogg—Three.

The Tribunal considered the matter in private and, subsequently, the Chairman, addressing Mr. Ritchie, said—The decision of the Tribunal is that you be enrolled.

MR. A. E. SCOTT.

The case of Mr. A. E. Scott (Schultz) of Messrs. Lowe, Bingham & Matthews was next considered.—The firm was represented by Mr. H. W. Looker. Mr. A. E. Lowe was also present.

The CHAIRMAN (to Mr. Scott)—The decision of the Tribunal was that you be enrolled with exemption until October 12th. At that time you personally asked for one month's exemption in order to fix up your private affairs. As far as you are concerned, therefore, you are perfectly prepared to go. Since then a letter has been received from Messrs. Deacon, Looker, Deacon & Harston pointing out that the firm's arrangements have been upset by Mr. Williams' return being delayed until December 9th, owing to the steamers being requisitioned. While in England the letter continues, Mr. Williams tried to obtain a chartered accountant but was unsuccessful. It also points out that you yourself are largely engaged on the Indo-China Steam Navigation accounts for the Admiralty. These accounts are very complicated. The 1917 accounts have not yet been completed and the 1918 accounts have to be commenced next month. You are the only qualified senior clerk and it is not possible for either Mr. Lowe or Mr. Williams to give the time necessary for the auditing of these accounts. During the last nine months you have spent 787 hours upon them. The firm say the work cannot be done if you are taken away and ask for your total exemption.

The CHAIRMAN (to Mr. Looker)—You do not merely ask for exemption until Mr. Williams' return?

Mr. Looker—No. The great bulk of the auditing work commences at the beginning of the year. About 90 of the most important firms here have their accounts audited by Mr. Lowe or Mr. Williams. There is a great deal of other work to do and it is quite impossible for Mr. Lowe and Mr. Williams to give the necessary attention to such work and do the auditing of the Indo-China accounts. Mr. Scott has spent his time very largely on those accounts. Under the Admiralty control all sorts of points are raised and the accounts are extremely complicated and take a tremendous time.



The CHAIRMAN—Nothing was said about the Indo-China S.N. Co.'s accounts and all this tremendous work which has been put on Mr. Scott when the matter was first before the Tribunal.

It was pointed out that the matter was raised in the correspondence.

Mr. LANG—It was intimated that Mr. Scott might have to go to Shanghai to take over Government work.

The CHAIRMAN—There was also a suggestion that if Mr. Scott was taken he might be put in Government work at home, but it was pointed out that that had nothing to do with this Tribunal.

Mr. LOOKER—It is a matter for the Tribunal to this extent. If a man is doing work here on the Indo-China accounts, which work is done for the Admiralty, there is no object in sending him home to do Government work there.

The CHAIRMAN—What period of exemption would be sufficient?

Mr. LOOKER—That depends on the 1918 accounts. Judging by present experience they will not be finished until somewhere near the end of 1919.

The CHAIRMAN—I hope there will be no necessity for anyone to go then.

The CHAIRMAN (to Mr. Lowe)—Do you think there is a possibility of releasing Mr. Scott after six months?

Mr. LOWE—I cannot say. The work in the Colony is increasing every day.

Mr. ADAMSON—What do you think about it Mr. Scott?

Mr. SCOTT—I do not think it is possible to relieve me, at any rate until Mr. Williams came back.

The CHAIRMAN (to Mr. Lowe)—Have any of your firm gone to fight?

Mr. LOWE—One junior from Hongkong. One senior man went home and is now an assistant secretary to the Minister of Munitions. Five or six have gone from Shanghai.

The CHAIRMAN—Have you had any communication from the Admiralty with regard to this gentleman, saying that the Admiralty requires his services here?

Mr. LOWE—No. The arrangements for the auditing were made with the Company.

Major MORGAN—Mr. Scott's 757 hours on the Indo-China accounts, for a period of nine months, works out at a little over eight hours a day. I claim non-exemption until Mr. Williams returns.

The Tribunal considered the matter in private and subsequently the Chairman announced that Mr. Scott would be granted a further three months' exemption to give time to Mr. Williams to return.

#### MR. E. W. WHITE.

The case of Mr. E. W. White of Messrs. Wm. Powell, Ltd., was next heard. Mr. Lewis appeared for the Company. Mr. Holt, the Secretary, was also present.

The CHAIRMAN (to Mr. White)—On the last occasion you were given three months' exemption. Since that time a letter has been addressed to the Tribunal pointing out the valuable work done in connection with fitting out ships, by the department of which you have charge. Mention is made of the fact that no difficulty has been experienced in obtaining the materials from England in order to show that the Home Government appreciates the necessity of maintaining local trade. The firm point out that they have been unable to find a man to replace you, in spite of every effort, and point out that you are a married man with two children, are 38 years of age and have been 15 years resident in the Colony. Regarding the business carried out by your department the firm states that if you are taken there will be no-one to supervise the work and the shipping companies will be limited to the service of one European Company for fitting out their vessels.

Mr. LEWIS—There are no other facts which need be put before the Tribunal except, perhaps, that since the letter was written a big new charge has been undertaken for completely furnishing a European house in the Colony. The contract requires European supervision and it was given to Messrs. Powell, Ltd., because it was known it would be carried out under such supervision. Messrs. Powell consider it absolutely essential that they should have a European in charge of this department. They have made constant enquiries and have not been able to find anyone to replace Mr. White. In the meantime they found a man who had been a draper but he knew absolutely nothing about this class of work. Shipping work forms the largest part but Mr. White's department does house furnishing as well as ship furnishing.

The CHAIRMAN—You put it that the furnishing of these ships is of essential interest to the Colony.

Mr. LEWIS—Yes. The ships built here have to be fitted out.

The CHAIRMAN—Has Mr. White an assistant?

Mr. LEWIS—He had an assistant who was simply a counter assistant. Since Mr. Finch left that department has taken over the drapery department.

The CHAIRMAN—What would be the staff in the event of Mr. White being taken?

Mr. LEWIS—Three men besides the Secretary.

The CHAIRMAN—The pre-war staff was eight men and three ladies.

The CHAIRMAN (to Mr. White)—Are you desirous of going yourself?

Mr. WHITE—I do not believe it would be in the interest of the firm. I do not know what they would do if I went away. I do not mind personally.

The CHAIRMAN—If they are prepared to release you, you are quite willing to go.

Mr. WHITE—Quite willing.

Major MORGAN—Mr. White is a cabinet-maker, I believe. I had a communication from a gunner who was a trained man in this very trade which I sent on to Mr. Jenkin. He gave his certificates and everything.

Mr. LEWIS—Cabinet making is not the whole of the business done by Mr. White. He has to get contracts, provide estimates and supervise all the work being done.

Mr. LANG—Have you tried to get anyone from home?

Mr. LEWIS—The London Agents were communicated with and they said it was impossible to get a man.

Mr. LANG—Other European firms in the Colony have been successful in getting men out from home recently—upholsterers and cabinet makers.

Mr. LEWIS—Messrs. Powell would be glad to get one. Continuing, Mr. Lewis pointed out again that Mr. White was 35 years old and had been in the Colony for 15 years, without having been to Europe. He had two children and in the event of his being taken he expressed the hope that the Tribunal would deal generously with him as far as providing for his dependents was concerned. Moreover, it was stated that a good many of the men who had gone home, having passed the doctor as fit men here, had been put in a much lower class at home and he asked the Tribunal to consider whether it was worth while sending an expensive soldier to do work which he might be found to be not capable of doing when he got to India.

The CHAIRMAN—He has passed the doctor here.

Mr. LEWIS—I am not for a moment criticising the Medical Officer here, but it is stated that men passed at here have been found to be not fit at home and the question to consider is whether it is worth while, in the circumstances, sending Mr. White considering his age and the long time he has been resident in the Colony.

The CHAIRMAN—They found you a very useful man when you went home.

Mr. LEWIS—I was lucky and I had only been four years in Hongkong.

The Tribunal considered the matter in private and, subsequently, the Chairman announced that Mr. White would be granted total exemption.

#### MR. N. L. RAILTON.

The case of Mr. N. L. Railton, of Messrs. Jardine, Matheson & Co., was the last considered.—The Hon. Mr. David Landale did not adjudicate. Mr. R. Sutherland appeared for the Company.

The CHAIRMAN (to Mr. Railton)—You were granted three months' exemption for private affairs at the meeting of the Tribunal in July last. You yourself did not ask for exemption, but since that time a letter has been received from the firm in which they request a further three months' exemption because of considerable changes which have been made in the work of the shipping department. The firm regrets the necessity of making the application, but points out that you have had five years' training in the inward work of the ocean shipping department, that the R.M.S.P. Company whose outward and inward sailings have been suspended are now re-opening their services, that the first steamer is already on the way out and that these steamers are run for Government account and have a very large consignment of home cargo for this port. Moreover, the firm has now to look after various steamers from the West Coast of America running under American Government control and has been appointed representative of the Ministry of Food in connection with certain shipments of flour from Australia to Hongkong.

The CHAIRMAN, continuing—I take it that this information now vouchsafed regarding the R.M.S.P. vessels and the appointment under the Ministry of Food was not information in your possession at the previous hearing by the Tribunal.

Mr. SUTHERLAND—No. The R.M.S.P. services were then entirely suspended. The flour shipments have also dropped off since.

The CHAIRMAN—This is entirely new matter. The firm bases its application for an extension of time upon this entirely new matter.

Mr. SUTHERLAND—That is so.

The CHAIRMAN (to Mr. Railton)—You are just as anxious to go as ever you were. You place yourself entirely in the hands of the Tribunal.

Mr. RAILTON—Yes.

The Tribunal considered the matter in private and subsequently the Chairman announced: The Tribunal grants the exemption of three months asked for and the members conclude that no further extension will be applied for after the expiration of that period. That so!

Mr. SUTHERLAND—It is very difficult for us to make a promise like that. If we make a claim it will be for Government work.

The CHAIRMAN—We rather thought your letter stated the maximum limit asked for.

Mr. SUTHERLAND—On the information we have at the moment regarding Government work that is all we shall require, at any moment we may have other work thrust upon us.

The CHAIRMAN—Well, the Tribunal grants further exemption for three months and hence it will not be necessary for you to apply again.

This concluded the public business.

#### HONGKONG MAGISTRACY.

##### AN UNAUTHORISED POSTMAN.

A Chinese was charged with bringing letters into the Colony without any stamps being affixed to the envelopes.

Defendants stated that he was ignorant of the laws of the Colony. The letters were tied in a handkerchief.

Mr. Wood fined defendant \$10.

##### DRUNK AND DISORDERLY.

"He was so drunk that he had to be sent to the Government Civil Hospital," said Inspector Sullivan when charging a Chinese with being drunk and disorderly in the public streets.

An Indian constable stated that he noticed defendant in "a huddled condition" in Lower Albert Road. Witness took him to the Police Station and from there to the Hospital.

Mr. Wood fined defendant \$5.

##### ALLEGED ARMED ROBBERY AT HUNG HOM.

Four Chinese were charged, on remand, with committing an armed robbery at a money-changer's in Hung Hom.

Inspector Brazil prosecuted.

A witness stated that the prisoners entered the shop on the night of Sept. 25th and, after pointing their revolvers at the inmates and threatening to do them bodily harm, stole \$15 from a drawer in the counter. They then decamped, and were seen making their way to the Hill-side. The Police were notified of the matter. Witness identified one of the prisoners in the dock as the man who levelled a revolver at him.

Mr. Wood remanded the case till to-day.

##### ALLEGED SALE OF ADULTERATED MILK.

Ying Nam, of 121, Wellington Street, was charged with selling adulterated milk.

Mr. Leo d'Almada appeared for defendant.

Inspector Pearson, of the Sanitary Department, stated that he went to the shop on September 10th and ordered a bottle of milk. He divided the contents into three bottles, one of which he sent to the Public Analyst.

Cross-examined by Mr. d'Almada, defendant stated that he did not think that if a bottle were half-filled with milk and kept for some days it would turn to butter.

Mr. Wood remanded the case for evidence of the Public Analyst.

##### ALLEGED ASSAULT OF A LUKONG.

A Chinese was charged, on remand, with assaulting a *lukong* and obstructing him in the performance of his duty.

Mr. W. B. Hind appeared for the defence.

The case for the prosecution was that the *lukong*, while on duty in Catchick Street, noticed a marine hawker carrying a quantity of iron. Being suspicious he was about to arrest the man when defendant appeared on the scene, and, representing himself to be a member of the Police Reserve, asked for defendant's release. Defendant further ordered his *jokis* to take the iron to his shop. The *lukong* tried to arrest defendant, but his *jokis*, at his instigation, assaulted the *lukong* and tore his uniform. A crowd collected, and the assistance of two soldiers had to be obtained to disperse it.

The defence alleged that complainant entered defendant's shop and asked the price of iron. There was an altercation, and the *lukong* assaulted defendant.

Mr. Wolfe remanded the case till Friday.

##### "A JAPANESE DEVIL"

A Chinese was charged with stealing a chair from a Japanese Restaurant in Wanchai.

Sergeant McWalter informed the Magistrate that several chairs had been stolen from the restaurant, and the manager kept a look-out with the result that defendant was arrested while removing a chair.

A Japanese lady stated that defendant visited her restaurant on Tuesday night and behaved in a very suspicious manner. She ordered her "boys" to watch his movements, and they arrested him when he took the chair out of the door.

Defendant stated that he was admiring the palm-pots, which were placed round the door, when he was falsely accused. Defendant described the Japanese who arrested him as *Yai-pin kwai* (Japanese devils).

Mr. Wolfe warned defendant against using such terms, stating that instead of referring to the Japanese witness as "devil" he should call himself one.

He sentenced defendant to three weeks' hard labour on the charge of theft, and under the Magistrate's Ordinance fined him \$5, with the alternative of seven days' hard labour, for using abusive language before a Magistrate.

#### A CHARGE WITHDRAWN.

Mr. Chan Harr, manager of Messrs. Sincere Company, was charged with selling adulterated milk.

Mr. Lewis, who represented the Company, contended that the Company sold the milk in the same condition as they received it from the Dairy Farm, who guaranteed the contents of the sealed bottles. His clients had sent milk for analysis, and the Public Analyst had submitted a totally different analysis from that given in the case of the bottle sent by the Inspector. The solids in the sample reached the total required by the department.

Inspector Pearson stated that he went to Sincere's roof garden on September 10th and ordered a bottle of milk, which was given to him. The seal, which showed that the milk was sold by the Dairy Farm, was broken, and witness informed the manager. Witness sent the contents of the bottle for analysis.

Mr. A. Gibson, of the Sanitary Department, who was watching the case, was asked by the Magistrate whether he wished to call further evidence. The defendants contended that the milk sold on their premises was good, and that the seals were not broken. Their statement was substantiated by the report of the Public Analyst, who stated that the requisite number of solids was contained in the milk.

Mr. Gibson replied that, in the circumstances, there was no course open to him but to withdraw the summons.

Mr. Wood accordingly dismissed the case.

#### FATAL TRUCK ACCIDENT.

Two Chinese were charged, on remand, with manslaughter.

Mr. W. E. L. Shenton appeared for the defendants.

The prosecution alleged that the defendants were driving a truck along Des Vaux Road on September 29th and ran over a little girl, aged 8 years, who was killed.

Inspector MacDonald stated that the truck was being driven along tram-lines and it swerved just opposite where the deceased and another girl were standing. Three men were in charge of it, and the pull rope of the truck knocked the little girl down, and she was then run over by the near side front wheel. There was no tram-car passing at the side of the truck at the time. One of the witnesses would state that in his opinion the truck men were running, thereby exceeding the speed limit of four miles an hour.

Mr. Shenton informed the Magistrate that he understood the Police were satisfied that it was an accident and were willing to withdraw the charge of manslaughter against his clients, who had arranged to pay \$100 compensation to the father of the deceased if the Magistrate approved. He had seen the Captain Superintendent of Police, who was of the opinion that a Coroner's enquiry would meet the case, subject to the Magistrate's inclination in the matter.

The Magistrate: I think there is sufficient evidence to go on with the charge. In any case, if I find there is no evidence against the defendants I will discharge them. They are already out on bail. I will take the case as one to be committed if there is evidence against the defendants. You are not prepared to withdraw the charge, Inspector MacDonald?

Inspector MacDonald: No.

Mr. Shenton: I may say that we entirely deny any negligence. We were considering the question of compensation, but if the case is to be proceeded with we will not pay it.

The Magistrate remarked that, when the case first came up for hearing, he was under the impression that there was a tram-car on the same side of the road as the truck, and that the accident was inevitable, and not due to negligence. He now thought there was negligence on the part of the driver and, in the circumstances, he had no alternative but to hear the evidence. He remanded the case till Monday next.

#### "OUR LITTLE BIT SOCIETY."

The following articles, packed in five cases, were dispatched by the above Society, yesterday, to the War Charities Store Committee:—11 quilts, 11 pillows, 108 pairs bed socks, 78 mufflers, 13 pieces clothing, 11 ties, 3 pairs mittens, 11 collars, 42 pairs stretch socks, 45 sweaters, 4 floor cloths, 44 vests, 179 suits pyjamas, 100 pairs slippers, 22 meat covers, 250 eye and ear bandages, 38 milk covers, 1,158 roller bandages, and a quantity of reading matter.

In addition, the following articles were given to local men who have left the Colony recently for active service:—12 sweaters, 12 mufflers, 2 pairs socks, 17 suits pyjamas, 9 vests.

#### JUST TO HAND

## ANGLO-ORIENT

SEAMLESS REVERSIBLE

## CARPETS AND RUGS.

TWO WEARING SURFACES INSTEAD OF ONE

IN CHARMING COLOURINGS AND DESIGNS.

THEY ARE BOTH

DURABLE AND INEXPENSIVE.

WE HAVE THEM IN

SQUARES, SOFA AND HEARTH RUGS.

ALSO

## AXMINSTER CARPETS

WOVEN IN ONE PIECE WITHOUT SEAM.

NEW DESIGNS. EFFECTIVE COLOURINGS.

ALL THE ABOVE ARE OF

BRITISH MANUFACTURE

AND CAN BE RELIED UPON

FOR THEIR WEARING QUALITIES.

AN INSPECTION OF THIS CONSIGNMENT IS INVITED

## LANE, CRAWFORD & CO

UNITED STATES RUBBER

EXPORT CO., LTD.

Manufacturers of:—

AUTOMOBILE TYRES.

SOLID VEHICLE TYRES.

DRUGGISTS' SUNDRIES.

ENGINE PACKINGS.

BELTING.

HOSE.

Sole Agents

Andersen, Meyer & Co., Ltd.

**Wm. Powell Ltd**  
TELEPHONE 346

## SPECIAL SHOW

THIS WEEK

## EVERYTHING for CHILDREN

HATS. COATS. DRESSES. RAINCOATS

AND SOUTHWESTERS TO MATCH

for

BOYS AND GIRLS.

## SHING KEE CO.

SODA MERCHANTS,

IMPORTERS AND EXPORTERS

OF

Caustic Soda, Soda Ash, Murate of Ammonia, Silicate of Soda, Refined Bicarbonate of Soda, Mineral Water, and Soda Crystal, Bleaching Powder, Sulphur Acid, Sulphate of Ammonia, etc., etc.

ALWAYS IN STOCK.

No. 32, Des Vaux Road, Wanchai, HONGKONG



## NEW ADVERTISEMENTS

## WANTED.

BRITISH (of pure Scottish descent), with long clerical experience in Office of Public Works Companies and having had practical and theoretical training in Engineering, desiring employment in Mercantile or other office, willing to try any class of work where prospects are good. First-class references as to character, etc.

Apply— Box 3477, Office of "Daily Press" [2477]

## WANTED.

SECOND-HAND of new copy of Herald's "China Treaties".

Apply to— Box No. 3479, Office of "Daily Press" [2479]

## TO LET.

A HOUSE in Kuntford Terrace, Kowloon.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd. [2480]

## PUBLIC AUCTION.

THE Undersigned has received instructions from the Liquidator of Messrs. BLACKHEAD & COMPANY, F. H. BORN, F. J. R. SCHWARTZ, E. H. THIEL, and J. E. DAVENANT in pursuance of an Order of the Hongkong Government to sell by Public Auction at 3 o'clock in the afternoon,

## on TUESDAY,

the 15th day of October, 1918, at his Auction Rooms in Duddell Street, THE VALUABLE LEASEHOLD PROPERTY situate and being SHAIKUN MARINE LOT No. 1 and known as Blackhead's Soap Works IN ONE LOT.

The Property has an area of 95,800 square feet or thereabouts and consists of level ground with a sea wall in good condition on the water front. On the property stands a Soap Factory and buildings in connection therewith comprising two godowns one with coal quarters over, a Manager's House, a Boiler and Machine House, an Iron Shed, and a Tank.

A RESERVED PRICE OF \$125,000 HAS BEEN FIXED.

The Property is held for the residue of a term of 99 years from August, 1890. The Current Rent is \$440 per annum. Particulars and Conditions of Sale may be had from:

Messrs. DEACON, LOCKER, DEACON & HARBSTON, Solicitors for the Liquidator, or from Mr. GEORGE P. LAMBERT, The Auctioneer. [2481]

## "ROTTERDAMSCH LLOYD."

## AGENTS:

## JAVA-CHINA-JAPAN LUN.

## NOTICE TO CONSIGNEES.

THE Steamship "DJEMBER" having arrived from Kobe. Consignees of Cargo are hereby notified that all Goods are being loaded at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., who are and/or from the wharves delivery may be obtained.

No claim will be made against the Goods remaining undelivered after Noon the 10th October, will be subject to the Goods being left in the Godowns, and all Goods remaining undelivered after Noon the 13th October, or thereafter, will be considered as broken, chafed and damaged Goods and will be left in the Godowns, where they will be examined on the 9th October, at 10 A.M. by the Company's Surveyors, Messrs. Godard & Douglas.

No Insurance whatsoever has been effected.

Bills of Lading will be countersigned by JAVA-CHINA-JAPAN LUN, Agents.

Hongkong, 2nd October, 1918. [2482]

## VICTORIA RECREATION CLUB.

ANNUAL AQUATIC SPORTS will be held to-day (THURSDAY), 3rd, to-morrow (FRIDAY) 4th, SATURDAY 5th October. Commencing on THURSDAY 3rd October, at 4.30 P.M., and on SATURDAY, at 3.30 P.M.

Admission Members 50 Cents each day or \$1.00 for 3 days. Non-Members \$1.00 each day or \$2.00 for 3 days.

Ladies 50 Cents each day or \$1.00 for 3 days. Sailors, Soldiers, and Children 25 Cents each day.

BAND IN ATTENDANCE ON SATURDAY.

N.B.—Sailors, Soldiers, and Boys' Handicap events will be postponed. [2483]

## LOST.

LARGE WHITE BULL TERRIER, long tail, ears slightly coloured brown, brown spot on back; Collar No. 683.

Finder kindly communicate with Dr. B. C. WONG, Tel. K224 or 7445. [2484]

## NEW ADVERTISEMENT

## WISEMAN, LTD.

## SPECIAL ENGAGEMENT

## ORCHESTRA from MANILA

## PLAYING

## EVERY AFTERNOON

AT 4.30

and

## EVERY EVENING

AT 7.30

## SPECIAL DINNER

## MENU.

## A LA CARTE.

## LIGHT REFRESHMENTS

## ICES.

Tables can be reserved.

Telephone 407.

Manager ... D. M. GOODALL. [2478]

## HONGKONG TRAMWAY COMPANY, LIMITED.

(Incorporated in the United Kingdom.)

## LOST.

TRANSFER RECEIPT No. 250 issued to Mr. CHIU HONG PING for Transfer of 250 shares of this Company into his name having been MISLAIN, LOST, OR DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Receipt is produced at this Office within 30 days from the date hereof, the Certificate for the said Shares will be delivered to the said Mr. CHIU HONG PING, and the Transfer Receipt will thereafter be held by the Company as null and void.

By Order of the Board, W. E. ROBERTS, Secretary. Hongkong, 1st October, 1918. [2471]

## THE DAIRY FARM ICE AND COLD STORAGE CO., LTD.

## NOTICE TO SHAREHOLDERS.

THE TWENTY-SECOND ORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, the 5th day of October, 1918, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1918.

The TRANSFER BOOKS of the Company will be CLOSED from 27th September to 5th October, 1918, both days inclusive.

By Order, M. MANUK, Secretary. Hongkong, 29th September, 1918. [2444]

## THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## SHAREHOLDERS are reminded of the

## EXTRAORDINARY GENERAL MEETING of the COMPANY, to be held

on TUESDAY, the 8th day of October, 1918, at 12 o'clock Noon, at the Office of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, No. 6, Pedder Street, Hongkong, for the purpose of considering and if thought fit confirming a Special Resolution which was passed at the Extraordinary General Meeting of the Company held on the 19th day of September, 1918.

That the regulations contained in the printed document submitted to the meeting, and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved, and that such regulations be and they are hereby adopted as the Articles of the Company in substitution for and to the exclusion of all the existing Articles thereof.

Dated the 30th day of September, 1918.

By Order of the Directors, JARDINE, MATHESON & Co., Ltd., General Managers. [2446]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## THE ORDINARY GENERAL MEETING

of the above Company will be held at the Company's Office at Noon on SATURDAY, the 19th of October, 1918.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 18th of October, both days inclusive.

DOUGLAS LARPAIK & Co., General Managers. Hongkong, 29th September, 1918. [2469]

## INTIMATION



A Gift that will be remembered

all the year round.

Our Calendar of

## CELESTIAL

## WATERWAYS

is something quite new

and attractive.

You cannot imagine any more

acceptable gift for friends

at home.

Price \$2.50

All ready for posting.

## A. S. WATSON &amp;

## CO., LTD.,

HONGKONG DISPENSARY.

TEL. 18.

HONGKONG OFFICE: 104, DES VOGES ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG 3RD, OCTOBER, 1918

## TURKEY.

THE war news becomes more cheering day by day. As was to be expected, the weaker nations bound in the Teutonic

alliance are beginning to experience the "breaking up" process first. With the

surrender of Bulgaria, the early entry of the Allies into the little strip of territory known as "Turkey in Europe" is

certain, and this, combined with the operations in progress in Palestine and

Mesopotamia, leads to the conclusion that the days of Turkey, whether in

Europe or in Asia, are numbered. Practically the whole of Palestine is now

in British hands, and the Mesopotamia expedition is forging its way along the

valley of the Euphrates so that, when the two forces unite, the Turkish armies,

or what remains of them, should be confined to Asia Minor. Nobody in the lands

delivered from their rule will regret the departure of the Turks, for they have

always oppressed, and never attempted to benefit, those whom they have governed.

Their shameful treatment of the Armenians has for years excited the horror

and indignation of all right-thinking people, and there is no doubt that, but

for international jealousies, they would have been driven "bag-and-baggage"

out of Europe long ago. The Balkans War of 1912 shattered Turkey's claim to

any European standing at all, and revealed to the world that in Europe the

Turks were absolute aliens, despite their centuries of occupation. The present war

has shown that, even in Asia, the Turk has no inalienable right to the lands

beneath his sway. To say this is not to deny the right of conquest of a stronger and more highly civilized race

over a weaker and more barbaric people. The earth and its resources have been

made for the use of mankind, and the nation which best uses these resources for the benefit of mankind has the strongest

title to the land. Turkey has experimented as an Imperial Power since the Middle

Ages; only to find that now, after nearly five hundred years, she is still an alien within her own empire. Civilization

and empire must go together. Empire is not the mere militarisation of the lands conquered, though the sword may be its foundation. Empire means law,

science, industry, commerce, literature and the arts, obedience to the precepts of religion. In how many of these spheres has Turkey justified herself?

The greatness of a nation does not consist in the simulation of civilization, but in the fruits of its culture and commerce. Judged by this

standard the boasted "Turkish civilization" has been an utter failure. All things considered, Turkey has been, and is, the only politically important nation

lacking in the fundamental qualities of nationhood yet subsisting in spite of these shortcomings by the power of the sword. The heyday of Turkish military

success was almost contemporaneous with the rise of Spain into political power, and its natural decline, also, dates from about the same time as that of Spain.

Just as Spain retained a great colonial empire even after she had ceased to exist as a great world-power, so, also, Turkey continued to maintain a precarious hold upon her possessions, never extending, but, on the contrary, gradually contracting her boundaries. But for the support accorded her by the

great European Powers for their own purposes, it is certain that the Ottoman Empire would have ceased to exist, for the military prowess of Turkey's neighbors was generally more than a match for her in battle. Within the last few years German political and military influence has given Turkey new, but artificial, life. German and Turk alike have

exalted the sword above the emblems of peace. To the Turk this is inevitable, for the sword has ever been his standard of civilization. That standard, however, will not be tolerated in the Twentieth Century. The Turk is not fit to hold

empire. The success of British arms against the Turks foreshadows not merely the overthrow of one of the Quadruplex; it promises the end of a false civilization, the freedom of enslaved peoples to assert their own ideals, and the spread of the spirit of progress.

Mr. A. S. Mackiehan, A.M.I.C.E., has left the Government service to join the staff of Messrs. Leigh & Orange.

In connection with the local celebration of the eighth anniversary of the Republic of Portugal there will be a street sale of flags by young ladies on October 5th, under the auspices of the Club de Regenero Committee.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledged with thanks the following donations to the funds of the Hospitals:—

W. On Guild, \$100; Mr. Chow Hing, \$50; Mr. Ma Ying Piu, \$50.

The following cases of communicable diseases were notified in the Colony for the week ended September 28th:—

Cerebro-spinal fever, 1 (1 death); bubonic plague, 1 (1 death); diphtheria, 1 (British); enteric fever, 3 (3 deaths); puerperal fever, 1 (1 death). No cases were reported on Tuesday.

Mr. and Mrs. Algar E. Carleton, who have been residents of Hongkong for the past eight years, left for Batavia, Java, on Tuesday, as stated in our issue of yesterday. Mr. Carleton served as Vice-Consul in the Consulate-General of the United States at Hongkong, being advanced later to the rank of Consul detailed as Vice-Consul to assist the Consul-General. He is to take up similar work in the Consulate at Batavia, assisting the Consul, Mr. John F. Jewell, with important war regulation work now required there.

## LADY MAY'S ROSE FUND.

## LIST NO. 4.

Already acknowledged \$ 880.00

Gymkhana Club 383.50

\$1,263.50

## TYPHOON WARNING.

The following telegram has been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

11 a.m., Oct. 2nd.

Typhoon in about 127deg. Long; E. and 18deg. Lat. N., almost stationary.

## TIMBER LOST THROUGH TYPHOON IN HONAM.

## ACTION IN THE HONGKONG SUMMARY COURT.

The Puisne Judge (Mr. H. H. Gompertz) heard an action, yesterday, in which the Chop Tai Shing, timber merchants, of Hongkong, claimed the sum of \$158.50 from Ng Wah Po, a Chinese junk-master, being the value of 96 large logs of timber, which the defendant was alleged to have lost during the transport of a consignment of timber from Canton to Hongkong between August 10th and 15th.

Mr. F. B. L. Bowley represented the plaintiff, and Mr. J. H. Gardiner appeared for the defendant.

Mr. Bowley asked leave to amend his claim to show that Kan San Yat, trading as Chop Tai Shing, was the plaintiff, and not the Chop itself. Kan San Yat was an individual, trading as Chop Tai Shing.

Mr. Gardiner pointed out that it had been ruled by Mr. Justice Wise that where a claim was amended, in a manner similar to that requested by Mr. Bowley, the defendant was entitled to all costs of the action up to the time of the amendment.

His Lordship agreed that the defendant was so entitled, adding that Mr. Justice Sercombe Smith would have dismissed the action in the event of such an application, and the plaintiff would have had to commence another action.

Mr. Bowley submitted that it would be hard on the plaintiff to pay all the costs of the action up to the present time.

His Lordship pointed out that if the action were dismissed, as it would have been by Mr. Justice Sercombe Smith, the plaintiff would have had to pay the defendants the whole costs of action, and commence another action.

Mr. Bowley thought his client should not be asked to pay the costs of the action preparatory to the trial.

His Lordship observed that the position was quite legal. If Mr. Justice Wise or Mr. Justice Sercombe Smith had heard his application, he would have been in the same position.

Mr. Bowley contended that the amendment of the claim made no difference whatever to the defendant; it was purely a technical point.

His Lordship agreed that it was only a technical point.

Mr. Bowley asked his Lordship to fix a reasonable figure which the plaintiff should be taxed, as the costs of the amendment.

His Lordship asked what figure Mr. Bowley would suggest.

Mr. Bowley suggested \$10, but, after further discussion, his Lordship decided that the plaintiff should pay \$15 as costs of the amendment.

Mr. Gardiner said that the defence had filed a counter-claim for freight. The defence was that, as a common carrier, the defendant was not liable for loss sustained through an act of God. The defendant admitted taking charge of the consignment of the logs, but a quantity of a strong wind at Honam and the defence submitted that this being an act of God they were not liable for the loss so occasioned.

His Lordship observed that the plaintiff was simply making a claim for the loss incurred by him. He asked if the cargo was insured.

Mr. Gardiner replied in the negative. Mr. Bowley said that, as the defendant had stated that the cargo was loaded in his junk, the owner must prove that the loss was due to an act of God.

Mr. Bowley went on to say that there was another preliminary to be gone through in regard to the freight payable for the consignment. It was the custom to pay freight after delivery, but in this instance advances had been made to the defendant on account of freight.

His Lordship asked if the plaintiff was the shipper.

Mr. Bowley replied that the plaintiff was not the shipper, but the cargo had been shipped by his agent on his order.

His Lordship said that if plaintiff was not the shipper he could not sue.

Mr. Bowley submitted that the plaintiff was the consignee and, as such, had a right to sue.

His Lordship admitted that the plaintiff had a right to sue as a consignee. He asked if Mr. Gardiner made a point against that.

Mr. Gardiner agreed that the plaintiff had a right, as consignee, to sue.

Mr. Bowley went on to say that the defendant was still due to receive \$53 from the plaintiff on account of freight. The plaintiff was prepared to give credit to the defendant for that amount.

His Lordship asked if that was that the same amount as that for which the defendant had put in a counter claim.

Mr. Bowley replied that the counter claim was for \$50.

Mr. Gardiner said he would admit the plaintiff's figure on account of freight.

Mr. Gardiner then asked that the counter-claim be amended by the alteration of certain dates.

Mr. Bowley submitted that the plaintiff was entitled to costs on account of that amendment. The plaintiff had been put to considerable trouble owing to the date on which the loading at Canton was commenced, being changed to August 4th. Besides, the plaintiff had just been asked to pay costs for an amendment which he had asked for.

His Lordship said that if the plaintiff could prove any costs on account of the amendment they would be awarded.

Mr. Bowley said that the plaintiff was a timber merchant with a business in Hongkong, and had been in the habit of importing timber to Hongkong from Canton and elsewhere. Prior to August 4th the defendant had been asked to ship a consignment of timber from Canton to

(Continued at foot of next Column.)

## HONGKONG LEGISLATIVE COUNCIL.

## THE HOUSING QUESTION.

A meeting of the Hongkong Legislative Council will be held to-day at 2.30 p.m.

Notice of the following questions has been given by the Hon. Mr. H. W. Bird:

1. Will the Government take immediate steps to disconnect the Pokfulam reservoir from the drinking supply of the Colony so that the catchment area of this reservoir may be opened up for building purposes?

2. Will the Government take in hand the construction of a road connecting the Pokfulam Road with the Craigfin Road round the south face of Mt. Kellett somewhere about the 1,000 foot contour?

3. Will the Government take in hand the construction of a motor-road to the Peak on the south face of Mt. Kellett, on the lines suggested by the Hongkong Automobile Association?

4. For what purpose does the Government intend to use the area above Wong-nie-chong Valley previously reserved for Mr. Ede's Portuguese Housing Scheme?

5. Will the Government take in hand the construction of a 20-foot road between the 100 and 200 foot contour from the back of Tai Hang Village round North Point joining the road leading to Quarry Gap, thereby opening up a considerable area of easily developed land?

6. In connection with the construction of new roads opening up building sites, will the Government undertake to lay water mains therein so that intending purchasers of land may not have to pay for their water supply out of all proportion to the cost of the building?

7. Will the Government consider a project to move the Government Civil Hospital and Lunatic Asylum from their present situation to a more suitable site at Kennedy Town where the present Tung Wah Plague and Infectious Diseases Hospitals are located which would be easily accessible for stretcher cases by motor ambulances, for outpatients by tram, and harbour cases by launch, so that the existing Civil Hospital site together with the Berlin Mission property might be available at a reasonable price for the erection of a large number of cheap flats at low rentals?

ORDERS OF THE DAY.

The Orders of the Day are as follows: Second reading of the Bill intituled, An Ordinance to amend the Opium Ordinance, 1914, and the Opium Ordinance, 1917.

First reading of a Bill intituled, An Ordinance to amend the Opium Ordinance, 1914, and the Opium Ordinance, 1917.

First reading of a Bill intituled, An Ordinance to apply a sum not exceeding ten million six hundred and fifty dollars to the Public Service of the year 1919.

\* This Bill will be withdrawn.

Hongkong, and the defendant's junk accordingly anchored at Honam, on Canton River, where the plaintiff's agent's shop was situated. The method of delivery of the timber was to float it along-side the junk.

His Lordship asked whether the timber came from the higher reaches of the river, from Hongkong. Mr. Bowley said that the consignment of timber in question was floated down the river, and was loaded by the defendant's coolies. Loading commenced on August 4th and continued up to August 10th. On August 10th the junk-master (defendant) gave the plaintiff's agent a receipt for the whole of the cargo of timber ordered by the plaintiff, some days later the junk left for Hongkong, reaching here either on August 14th or 15th. In any case, the junk went into the Mongkok Sai typhoon refuge on August 15th. The junk-master came to the plaintiff's office and promised to bring the junk to the plaintiff's yard in Kennedy Road. He then told the plaintiff that there had been a typhoon at Canton, and that a number of two-inch poles had been washed overboard. The cargo had been discharged in the plaintiff's yard on August 17th, and when the tally was checked it was found that there was a shortage of 48 small poles and 95 of the largest poles. A delivery note was given to the defendant making note of the shortage. The defendant then returned to Canton, and interviewed the plaintiff's agent, who told him that if there was a typhoon in Canton it took place after the delivery of the large poles and not before. After some discussion, the plaintiff's agent agreed to account for the loss of the 48 small poles, and referred the defendant to the plaintiff in regard to the large poles. The present claim was for the 95 large poles, which were fully shipped and should



# THE WAR.

## SPLENDID ALLIED PROGRESS IN FLANDERS:

ENEMY'S HOLD IN FRANCE THREATENED.

## BULGARIA SIGNS AN UNCONDITIONAL ARMISTICE:

IMMEDIATE DEMOBILISATION OF TROOPS DEMANDED.

10,000 TURKISH TROOPS SURRENDER.

THE GERMAN CHANCELLOR RESIGNS.

### Franco-Belgian Front

LATEST CABLES.

#### BRITISH FRONT.

BATTLE RESUMED WITH GREAT VIGOUR.

LONDON, October 1st.

Reuter's Correspondent at British Headquarters, telegraphing yesterday evening, says:—

The battle on the St. Quentin—Cambrai front was resumed to-day in howling wind and slashing rain.

The enemy brought up fresh reserves and is resisting desperately, chiefly with machine guns.

Owing to the serious consequences of our attack the Canadians, to the north-west of Cambrai, attacking along the railway, progressed through knee-deep slush, but a counter-attack drove them back.

Later the Canadians re-attacked and carried the line well to the north-east of Cambrai.

The Australians eulogise the performance of the Forty-Sixth Division. After swimming and crossing the canal by ferry yesterday they subsequently took over 4,000 prisoners—a unique record.

WHERE WILL THE ENEMY STABILISE FOR WINTER?

The Australians say that the way the Leicestershire and Derbyshire Lads went through and around the bewildered enemy was the finest performance they had seen in the whole war.

As regards the pending enemy retirement between the Scarpe and the Oise it appears that the Germans have no strong organised defences to fall back upon. It is difficult to indicate where the enemy line will stabilise for the winter—if indeed it does stabilise.

ALLIES CONTINUE THEIR ADVANCE.

LONDON, October 1st.

A Belgian communiqué states:—In spite of the downpour the Allies continued to advance on the whole front and carried Amersvelde, St. Aden and Oostnieuw-Kerk. They crossed Zarnen-Roulers, and the Roulers—Menin road at several points. Considerable booty, including dumps and railway material, was captured.

EARLIER CABLES.

#### PROGRESS ON ST. QUENTIN—CAMBRAI FRONT.

LONDON, September 30th.

Sir Douglas Haig states:—In spite of the weather and strong resistance, we made important progress on the St. Quentin—Cambrai battle-front.

The First Division south of Bell Engise resumed its attack this morning and gained the high ground about Thoregny, captured the village and the east end of the Canal Tunnel at Le Troquay taking many prisoners.

Here they joined the Thirty-Second Division who had, during the night, carried the Tunnel defences of the eastern side and captured Le Troquay.

Continuing their advance to-day the Thirty-Second Division progressed on the high ground north-east of Le Troquay and east of Nauroy.

On the English left the Australians attacked towards the north along the spurs from Nauroy to Gouy. They advanced with great determination astride the Hindenburg system, overcame strong resistance, and captured a greater part of the high ground south of Gouy taking a number of prisoners.

### HOW GONNELIEU WAS CAPTURED.

Further north the British recaptured Villers-Guislain, also the spur south-east of the village.

Before midday we took Gonnelieu and reached the Scheldt Canal along a front from Vendhuile towards the north.

The New Zealanders cleared the west bank of the Canal as far north as Crevecoeur.

The British, after hard fighting at Rumilly and in the north of the village, established themselves along the Rumilly—Cambrai Road.

North of Cambrai the enemy again resisted, strongly, considerable forces counter-attacking frequently and violently.

In spite of his efforts the Canadians made further progress, taking prisoners and inflicting heavy losses.

In successful minor operations the British, this morning, advanced their line to the west bank of the Lays River, between Neuve Chapelle and Picantia. We also progressed south-west of Fleurbais.

HOW THE AIRMEN HELPED.

LONDON, September 30th.

Sir Douglas Haig states:—There was much aerial activity yesterday. We brought down 15 balloons on fire. We also brought down 27 aeroplanes, and drove down nine out of control.

Nineteen British machines are missing. One British machine, reported missing on September 28th, has returned.

We dropped 36 tons of bombs on railway stations and junctions.

Night flying was impossible.

INTENSELY DRAMATIC POSSIBILITIES.

LONDON, September 30th.

Reuter's Correspondent at British Headquarters, telegraphing on Monday morning, states:—

The Belgians and our Second Army are progressing splendidly in Flanders, where the situation has become fraught with intensely dramatic possibilities.

The Germans received some reinforcements in the shape of two tired divisions withdrawn from the Somme fighting on September 25th.

Consequently the resistance has stiffened somewhat, but it is nowhere sufficiently formidable to arrest the general advance.

The Belgians got into Dixmude by a smart flanking movement and swiftly went through the town in spite of street fighting. A large party of the enemy held out obstinately in the Hotel de Ville but eventually all were killed or captured.

BELGIANS PAYING OFF OLD SCORES.

King Albert's troops are fighting with a vehemence born of their many tragic wrongs. The Germans opposite them are having the worst time. One German regiment, the Hundredth Infantry, which participated in the sacking of Dinant in the early days of the war, was identified and the Belgians hailed with glee the chance of paying off some of the score.

An entire battery of 150 mm. howitzers was captured in Houthulst Forest.

Commenting on the fighting on the St. Quentin—Cambrai front, Reuter's Correspondent says:—Although the enemy fought stubbornly, many of his men showed the same disposition, we are now everywhere finding, to surrender on slight provocation.

### ALLIES TWO MILES FROM MENIN.

LONDON, September 30th.

Reuter learns that the British and Belgians have captured Cheluvet and reached a point two miles from Menin.

In the Cambrai sector Blecourt has been recaptured.

On the south we crossed the Scheldt and captured Crevecoeur.

FROM VERDUN TO THE SEA.

PARIS, September 30th.

A Havas message says:—The number of prisoners taken by the Allies in the main battles on all fronts during last week is, officially, 110,500.

A great battle is now raging on the Western Front from Verdun to the sea.

The Germans are being steadily pushed back as they have never been pushed back before on such an extensive front.

The defeat of the Germans and their Allies is developing.

The Belgians have taken Dixmude and Paschendale. The enemy is completely defeated along the Flanders Ridge.

The Americans are storming the Hindenburg Line north of St. Quentin, and are forcing the enemy back in the Argonne. The American Army faces the most decisive tests it has yet encountered.

ST. QUENTIN RAILWAY THREATENED.

LONDON, September 30th.

In Flanders the Belgians captured Merchem, east of Dixmude, and are fighting on the outskirts of St. Aden.

On the south they reached the railway north of Verriquet and thence traversed the Lys as far as Warneton which they captured.

All the suburbs of Cambrai, north-east and west and south-west, were captured and Villers-Guislain was finally regained.

North of St. Quentin we have broken the Hindenburg Line on a front of eight miles and penetrated two miles.

The British are now threatening Busigny, and the St. Quentin railway.

The French threaten St. Quentin—Rebomont line, thus St. Quentin being outflanked on both sides.

LATEST CABLES.

FRENCH FRONT. THE ENEMY'S EXISTENCE THREATENED IN FRANCE.

LONDON, October 1st.

The extreme importance of the sector to the east of Argonne, where the Americans are battling against important German forces, is emphasised by Reuter's correspondent with the American Army.

Wiring on September 30th he says that the Germans have no delusions respecting the vital importance of this front.

General Pershing's and General Gouraud's armies threaten the enemy's very existence in France; therefore, the Germans may be expected to fight here as nowhere else, since the break through would compel a retirement on the entire front.

The enemy is rushing up fresh, untired divisions to Argonne, and hurling them headlong into the fight. From the very vigour and urgency of their counter-attacks it is safe to assume that an immediate stoppage of our progress is deemed imperative.

EARLIER CABLES.

DIFFICULTIES WHICH THE AMERICANS OVERCAME.

LONDON, September 30th.

Reuter's Correspondent at American Headquarters, describing country in which the Americans are fighting in the Forest of Argonne, says that the extraordinary darkness and density is complicated by difficulties of the ground and ravines, which are so abrupt that it is possible to step upon the tops of trees immediately beneath.

The enemy has for years lived in mansions dug beneath the hill sides with porches of stone leading, on the one hand, to the stone-lined trenches and, on the other hand, to a series of capacious chambers, papered, floored with mortised timber, furnished with sofas of oak, walnut and mahogany pilfered from the adjoining chateaux and luxuriously lighted with electricity.

Hundreds of miles of wire are woven among the trees, looking like the work of some inconceivable spider. This wire is mostly hidden by weeds.

### MORE VILLAGES CAPTURED.

LONDON, October 1st.

A French communiqué states:—Between the Ailette and the Aisne we advanced to the east of Ostel.

Italian units, operating north of the Aisne, carried Soupir.

We attacked and made an important advance on a front of 12 kilometres to-day between the Aisne and the Vesle, capturing, in spite of resistance, Revillon, Romain and Montigny-sur-Vesle.

On the north, we reached the outskirts of Maurival and Ventelay.

Sixteen hundred prisoners have been counted up to the present.

The battle on the whole Champagne front continues.

On the left, we flung back the enemy from the village of St. Marie Appy and advanced beyond the village.

### FRENCH CAPTURE AURE VILLAGE.

North of the Somme we reached the bend of the national road.

Further east, after violent fighting, we captured the village of Aure, the plateau and the woods in the vicinity.

In the centre we carried Marvaux and progressed to the outskirts of Montnoix.

We enlarged our gains north of Sechaud and in the region of Bouconville.

ALL POSITIONS MAINTAINED.

LONDON, October 1st.

An American official statement says:—Between the Meuse and the Aisne we maintained and consolidated our newly captured positions in spite of counter-attacks and heavy gas and artillery bombardments.

ENEMY MUST DRASTICALLY REORGANISE HIS LINES.

LONDON, September 30th.

In Argonne heavy fighting is proceeding.

The French reached Monthois and captured Marvaux.

It is probable that the enemy will shortly drastically reorganise his front, especially the Belgian sector and between the Scarpe and the Oise.

The enemy must shorten his line as the whole front between Rheims and the sea is in a state of fluctuation.

A NEW FRENCH ATTACK.

LONDON, September 30th.

The French have captured one-half of the Chemin-des-Dames and have launched a new attack between the Vesle and the Aisne. They have progressed roughly to the line from Revillon to Romain and Montigny to the east of Jonchery.

The British cavalry are three miles from Damascus.

The French cavalry are advancing on Deyrout.

EARLIER CABLES.

BRITISH THREE MILES FROM DAMASCUS.

PARIS, October 1st.

The British cavalry are three miles from Damascus.

The French cavalry are advancing on Deyrout.

THE NEAR EAST.

LATEST CABLES.

BRITISH THREE MILES FROM DAMASCUS.

PARIS, October 1st.

The British cavalry are three miles from Damascus.

The French cavalry are advancing on Deyrout.

THE NEAR EAST.

LATEST CABLES.

BRITISH THREE MILES FROM DAMASCUS.

PARIS, October 1st.

The British cavalry are three miles from Damascus.

The French cavalry are advancing on Deyrout.

### The Balkans.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

FRENCH CAVALRY ENTER USKUB.

AN AUSTRIAN EVACUATION.

LONDON, October 1st.

An Austrian communiqué states:—Owing to the situation on the Bulgarian front we evacuated, after local engagements, a strip of territory immediately west of Lake Ochrida.

EARLIER CABLES.

LONDON, October 1st.

A French eastern communiqué states:—The Allies continued to pursue the enemy rearguards towards Kicevo.

We advanced north of Ochrida and reached the Elbasan road, west of Lake Ochrida.

The French cavalry entered Uskub.

The Serbians, supported by the French and Greeks, continued to advance on Kumanovo, Egripalanka and Djumajia.

In the east the British and Greek divisions advanced in the direction of Peshovo and Petric.

REVIEW OF OPERATIONS.

Reviewing the fortnight's victorious operations the communiqué points out that the armistice was signed in Salonika at 11 p.m. on September 29th.

The offensive began on September 15th with only two French and one Serbian division against the mountain barrier from Vitenik to Sokol. Through this breach, which was being gradually enlarged, the Serbian Army, supported by French and Greek detachments, poured unceasingly, in spite of the exceptional difficulties of the ground and the desperate resistance, towards the principal objectives in the region of Kavadar and Demirkapu.

Our objectives were reached on September 22nd, when we simultaneously cut the line of communications of the first Bulgarian army, operating on the Vardar, and the second German and Bulgarian army north of Monastir. In this operation all the Allied forces rivalled each other in endurance, courage and self-sacrifice.

The British and Greek divisions, after a desperate struggle, carried, on September 18th, the enemy positions near Lake Doiran, and held up big enemy forces here.

From September 21st onwards the Italian, Greek and French of the Monastir army participated in the operations.

DAILY SUCCESSES.

The general pursuit began on September 22nd and was carried out with the utmost ardour and splendid vigour.

On September 23rd the Serbians crossed the Vardar near Krivolak.

The next day the French cavalry entered Prilep.

On September 25th Istip was carried, likewise the Belashtiza mountains.

The British forced the road to Strumitza entering the town on September 26th.

When the Serbians reached Kocani and Velea the French and Italians marched on Kicevo.

GERMAN REINFORCEMENTS TOO LATE.

On the evening of September 26th the Bulgarians asked for an armistice and announced the dispatch of plenipotentiaries during the course of these operations, which hasty dispatch the German reinforcements were unable to hamper.

The Allies captured a large number of prisoners and immense booty.

Allied aviators took a most active and successful part in the fighting, informing the staff of the movements of the enemy troops and convoys, thus causing confusion and preventing the enemy from escaping our clutches.

LATEST CABLES.

BULGARIA SIGNS OFFICIAL ARMISTICE.

FREE PASSAGE THROUGH BULGARIA FOR ALLIES.

LONDON, September 30th.

Reuter learns that the Bulgarian armistice operates immediately. It provides for the immediate evacuation of such parts of Greece and Serbia as are in the hands of the enemy; the immediate demobilisation of the Army and the handing over to the Allies of all kinds of transport, boats and railways. Moreover, the Allies will control all arms which will be collected in stores. The Allies will have free passage through Bulgaria and will occupy points of strategic importance. This occupation in Bulgaria will be carried out by the British, French or Italian troops, while the Greek districts will be occupied by the Greek troops and the Serbian districts by the Serbians.

The arrangement made is the most complete military surrender of Bulgaria. The results will be very far-reaching. Political questions are deferred to the ultimate general peace conference. It is thus hoped to secure a permanent peace to the Balkans. The Allies can now hold out a better prospect of an ultimate friendly solution of the Balkan problems than by any other scheme.

THE LAND OF ENDLESS POSSIBILITIES.

LONDON, October 1st.

The Balkans has again upheld its reputation as "the land of endless possibilities"—is the unanimous verdict of the Press.

The bewildering rapidity of the developments makes the situation difficult to follow, but there is no longer any doubt that Bulgaria's surrender means the knocking out of the keystone of the whole edifice of the so-called Central European scheme. The collapse of this scheme will entail the ruin of the grandiose Berlin—Bagdad plans, which were so long dangled before German eyes as compensation for the peoples' sacrifices.

All writers emphasise that the Bulgarian arrangement is a purely military one, dictated by the needs of the present situation. The Allies have no intention of interfering with the domestic affairs of the Bulgarians, who can keep Tsar Ferdinand if they want him.

TURKEY'S UNEQUIVOCAL ATTITUDE.

There has been hitherto no indication of Turkey's attitude but with the main line from Berlin to Constantinople cut, and the Danube open to the Allies, she is isolated from Germany except by the roundabout and uncertain route via Roumania or Odessa, which may be blocked at any moment.

Moreover, with the Bulgarian railways in their possession the Allies will be able for the first time, to seriously threaten Constantinople and reach the Black Sea, turning positions in the Dardanelles and the Bosphorus.

Not the smallest effect of Bulgaria's defection is the automatic liberation of two thirds of Serbian territory, while the possession of Uskub gives the Allies a footing on the railway offering access to the heart of old Serbia, striking direct against Austria.

AUSTRIA IN A DILEMMA.

The attitude of Austria arouses considerable speculation. She has hitherto been comparatively safe on the Belgrade front, and has been able to concentrate the bulk of her forces in Italy, but with the Uskub threat she is faced with a dilemma. The weakening of the front on the Pinar would mean with dead certainty, an Italian onslaught, adding to the confusion.

Austria's peril has been fully recognised in Germany. Already suggestions have been made that the Germans should shorten their front on the west, and evacuate Belgium and France to the line of the Meuse, thus releasing sorely needed divisions to help Austria, and endeavour to seize Bulgaria with the help of General Mackensen's garrison in Roumania. This, however, is regarded as counsel born of despair, experts being of opinion that General Mackensen will have his hands full holding the Danube frontier.

PANIC IN BERLIN STOCK EXCHANGE.

It is not yet known what effect the news of the actual surrender of Bulgaria had in Germany, but judging from the effect of the mere suggestion, it must have been staggering.

The newspapers have been talking of the "treachery of the sentry at the gate" endangering the whole "fortress" but always with the obvious assumption that Bulgaria will not go to extremes.

The fact that Germany's front is likely to crumble both in the East and the West simultaneously, for the first time in the war, is expected to increase dismay in Berlin, where there was a veritable panic in the Stock Exchange and the inflated war industry stocks slumped heavily.

EXTRAORDINARY SCENES IN GERMANY.

Neutral report extraordinary spectacles in Berlin and other cities where people are eagerly awaiting developments. The residences of the Bulgarian Representatives and the Austrian Embassy have been surrounded by strong cordons of Police.

The leading industrial organ, the *Dusseldorfer Nachrichten*, violently attacks the Government. It argues that the alliance with Bulgaria was a mistake from the outset, based on the false theory that Britain could be given a death-blow by striking at the Suez Canal.

AUSTRIAN TROOPS AT SOFIA.

AMSTERDAM, September 30th.

A telegram from Vienna states that Austrian troops have arrived at Sofia.

AMERICAN CONSUL-GENERAL.

WASHINGTON, October 1st.

The American Consul-General at Sofia accompanied the Bulgarian Plenipotentiaries to Salonika. He had no instructions to participate in the negotiations and probably acted as an observer.

BOUMANIA'S OPPORTUNITY.

PARIS, September 30th.

M. Jonescu, the Roumanian ex-Minister, in an interview, in regard to Bulgaria's surrender emphasised its importance. He said that even in Roumania the entire nation detested the Central Powers. He foreshadowed that the Roumanian Army would have a fresh opportunity of fighting the common enemy.

PRECAUTIONARY MEASURES IN ROUMANIA.

PARIS, October 1st.

General Mackensen is taking vigorous precautionary measures in Roumania owing to the popular unrest over the Bulgarian capitulation.

(Continued on Page 6.)



CUTLER PALMER & CO.'S



SOLE AGENTS IN HONGKONG AND SOUTH CHINA  
LANE, CRAWFORD & CO.  
and from ALL WINE MERCHANTS

BRANDY!

For Connoisseurs.



REMY MARTIN.  
COGNAC

Bottled in France.

Sole Agents for Hongkong:

THORESEN & CO.

Phone 450 Liquor Dept.  
for a bottle or case.

Sales Agents Canton:

MANNERS  
&  
BACKHOUSE,  
LIMITED.

"ASAHI BEER."



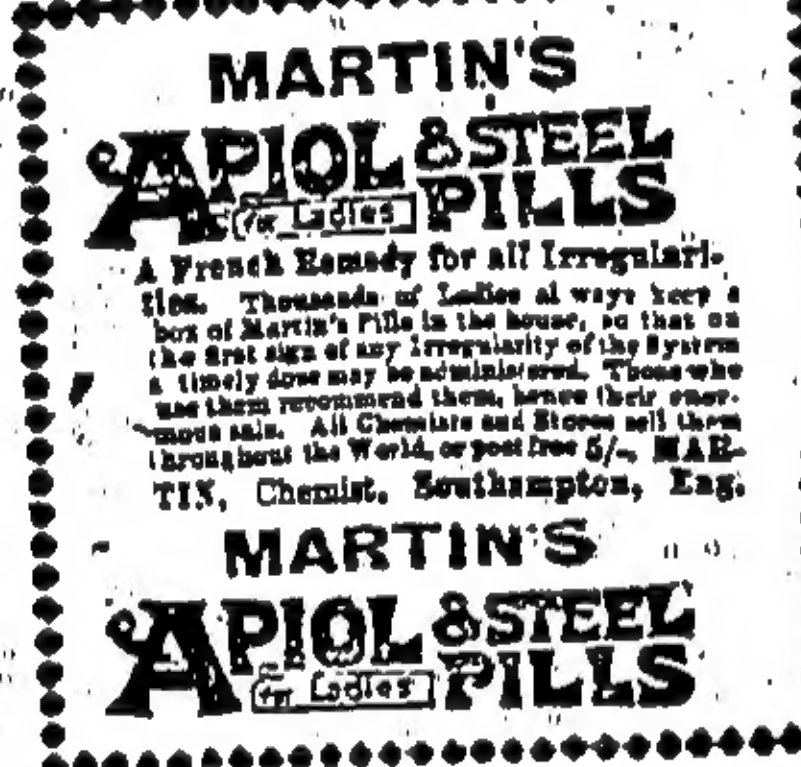
SOLE AGENTS:  
MITSU BUSSAN KAISHA.  
TEL. No. 230 or 165.

## Pimply Eczema Began On Fingers

Itched terribly. Spread over both hands and to armpits. Left dry chappy sort of crust which was intensely painful. Used Cuticura and was completely healed.

From signed statement of Mrs. J. Thorpe, 8, North St., Downend, Bristol, Eng., August 10, 1918.

It does not take you long to find out what Cuticura will do for eczema, rashes, itching, burning, itchy, watery pimples, etc. Bathe the affected surface with Cuticura Soap and hot water, dry lightly and apply Cuticura Ointment. At once the itching ceases, sleep and rest follow, and complete healing in most cases results in continued use. Samples Free by Post. (Soap to Cleanse, Ointment to Heal.) Address: F. Newbery & Sons, 27, Charterhouse Sq., London. Sold everywhere.



GRACA & CO..  
No. 10, WYNDHAM STREET,  
HONGKONG.

Dealers in  
POSTAGE STAMPS, FEEDS,  
VIEW POST-CARDS, TOYS,  
ac.

Just Received  
FLOWER AND VEGETABLE  
GARDEN FERTILIZER.  
P. O. Box 620. 1845

ON SALE.

BUND VOLUMES of the HONGKONG  
WEEKLY PRESS, January to June,  
1918.  
With Index, Price \$7.50.  
On Sale at the HONGKONG DAILY PRESS  
Office.

## THE WAR.

(Continued from Page 5.)

### The Balkans.

EARLIER CABLES.  
(THROUGH REUTER'S AGENCY.)

#### A CONVENTION WITH BULGARIA.

LONDON, September 30th.  
Mr. Bonar Law, in a speech at the Guildhall, announced that a convention with Bulgaria would give the Allies complete control of the Bulgarian railways, which meant the control of Bulgaria.  
120,000 PRISONERS IN THREE MONTHS.

Mr. Bonar Law went on to state that the Bulgarian convention meant that the communication between Germany and the East, in that direction, ceased; and Germany's dream of a German-Middle Eastern Empire had gone for ever. (Cheers.) Since July 10th the British forces had captured 1,000 square miles of territory; 250 villages; over 120,000 German prisoners. The casualties in the British Forces during the past two years exceeded those of any Ally.

#### OFFICIAL ARMISTICE SIGNED AT SALONICA.

PARIS, September 30th.  
An official armistice has been signed at Salonica, and hostilities have been suspended.

Bulgaria has accepted all the conditions enbled on September 28th.

#### EVENTUALITIES!

AMSTERDAM, September 30th.  
The *Vrijdsche Zeitung*, writing before the Bulgarian capitulation, predicted that such an event would lead to the capitulation of Turkey, the reunion of the *Entente* with Roumania, and, finally, the capitulation of Austria-Hungary.

#### Naval Activities.

EARLIER CABLES.  
(THROUGH REUTER'S AGENCY.)

#### STRONG GERMAN POSITIONS RAIDED.

RECONNAISSANCE IN THE  
"HELIGOLAND" BIGHT.

LONDON, September 30th.

The Admiralty states:—  
In addition to co-operating with the Belgian offensive, our aeroplanes, between September 23rd and 27th, kept enemy shipping under observation.

We bombed and machine-gunned destroyers and raided Zeebrugge, Ostend, Bruges and aerodromes in the vicinity of Ghent.

We destroyed 12 enemy machines and drove down 14 out of control. Ten British machines are missing.

A squadron of large seaplanes carried out a long reconnaissance in the Heligoland Bight.

#### General.

LATEST CABLES.  
(THROUGH REUTER'S AGENCY.)

#### WAR BOND CAMPAIGN.

LONDON, October 1st.

Mr. Bonar Law made a speech in the Guildhall, where he opened a campaign for raising a second £1,000,000,000.

The Lord Mayor read a letter from Mr. Lloyd George appealing to the nation to continue its munificent and patriotic support of the soldiers and sailors.

The Premier wrote:—A partial victory will be a suspended disaster. We must put victory through and cannot do so unless all did their best and gave their utmost.

Mr. Bonar Law declared that it was certain that a system of continuous borrowing would succeed until the end of the war. (Cheers.)

During the past year £1,120,000,000 worth of war bonds have been sold. In the first eight months of 1918 the war contributions averaged about £26,000,000 weekly.

Referring to General Allenby's victory Mr. Bonar Law said that it had already resulted in the destruction of the strong-est of the remaining military forces of Turkey, and already made all the difference in the Caspian and the Caucasus.

Emphasizing the greatness of Britain's war effort Mr. Bonar Law stated that Britain had lent the Allies £1,800,000,000 and just before America entered the war we had to mortgage every security we possessed in order to finance the Allies. (Loud cheers.)

He concluded by saying that this was the beginning of the end. (Loud cheers.) The Allies' war-aims could now be secured. If there was any danger it was not on the battle-fronts. (Loud cheers.)

#### GERMAN DESPERATION.

PARIS, September 30th.

The *Forwards* says:—  
Germany stands alone. With the growing alarm of destruction before their eyes, the German people are fighting desperately.

## CHOLERA OUTBREAK IN BERLIN.

LONDON, October 1st.

Cholera has broken out in Berlin. Hitherto there have been six fatal cases.

## INFLUENZA IN SPAIN.

MADRID, October 1st.

Spain is again ravaged by influenza. Among those who have fallen ill is the King. There is a great shortage of doctors.

## THE SILVER MARKET.

LONDON, October 1st.

The silver market is quiet.

## POLITICAL CRISIS IN BERLIN.

AMSTERDAM, October 1st.

A message from Berlin states that the Kaiser has accepted Count Hertling's resignation.

## THE KAISER'S CHANGED VIEWS.

AMSTERDAM, October 1st.

A telegram from Berlin states that the Kaiser, accepting Count Hertling's resignation said:—I must, with a heavy heart, deny myself your further co-operation.

Requesting Count Hertling to remain in office until his successor is found, the Kaiser said that he desired that the German people should henceforth co-operate more effectively in deciding the fate of the Fatherland. Therefore, in the future, men possessing the people's trust should widely co-operate in the duties of the Government.

## KAISER ACCEPTS PREMIER'S RESIGNATION.

AMSTERDAM, September 30th.

A telegram from Berlin states that it is unofficially reported that the Kaiser has accepted the resignation of Count Hertling, Premier, and Admiral von Hintze, Foreign Minister.

## KING GEORGE CONGRATULATES KING ALBERT.

LONDON, September 30th.

The Press Bureau states:—H.M. the King has sent a message to the King of the Belgians as follows:—  
We heartily congratulate you on the victory. By the combined action of your brave troops and my Second Army, under your supreme command, the enemy has been expelled from positions in Belgian territory, sacred to the memory of so many heroic lives.

## ALLIED CO-OPERATION.

PARIS, September 30th.

A Havas message says:—  
The Allies are no longer fighting isolated battles, but are striking in succession of battles, each army supporting the other.

## THE MINISTRY OF INFORMATION.

LONDON, September 30th.

Owing to ill-health Sir Roderick Jones has resigned his post in the Ministry of Information and is being succeeded by the author, Mr. Arnold Bennett.

## THE NEW JAPANESE CABINET.

LONDON, September 30th.

Reuter learns that a new Japanese Cabinet has been formed with Mr. Kato, leader of the Seikukai Party, as Premier. Viscount Uchida, ex-Ambassador to Russia, becomes Foreign Minister, Lieutenant-General Tanaka, Minister of War, and Admiral T. Kato, Minister of Marine.

## THE NEW GOVERNOR OF BOMBAY.

LONDON, September 30th.

The Press Bureau states:—Captain George A. Lloyd, Unionist M.P. for West Staffordshire, has been appointed Governor of Bombay in succession to Lord Willingdon, who becomes Governor of Madras, in succession to Lord Pentland.

## NORWAY'S PROTECTION AGAINST U-BOATS.

CHRISTIANIA, September 30th.

Norway is laying mines in territorial waters as a protection against U-boats.

## THE ENGLISH SPITZBERGEN EXPEDITION.

TRONHOLM, September 30th.

The English Spitzbergen expedition has arrived.

## VOTES FOR AMERICAN WOMEN.

WASHINGTON, October 1st.

President Wilson, addressing the Senate, urged the extension of suffrage to women as vitally essential to the successful prosecution of the war. He said that the plain, struggling work-ers of the home were doing the chief part of the suffering in this tragic war, and that the women-folk shall participate in affairs, alongside men, and on an equal footing.

The war could not be fought successfully without the services of women in every sphere. Even upon the skirts of the battle itself we need their moral sense to prove what is right. Without their counsels we would only be half-wise babes.

## QUEEN MARY'S NEEDLEWORK GUILD.

MEETING OF THE HONGKONG BRANCH.

A meeting of the Hongkong Branch of Queen Mary's Needlework Guild was held, yesterday morning, at the City Hall under the presidency of Mrs. Gurner (wife of Commander Gurner), the acting President. Besides the heads of the various working parties there were a large number of members present.

The following communications were read by the Hon. Secretary (Mrs. A. D. Hickling):—  
A letter from Col. Ashworth, of the Manchester Regiment, expressing thanks for the gifts sent to the men of his command.

Telegrams from Lady Lawley advising the concentration of the Guild's work on the Siberian expedition.

A telegram received by Sir Charles Eliot from the Red Cross Mission in Siberia stating that warm clothes were needed for the refugees in Vladivostok.

A telegram to the Colonial Secretary from Mr. Abston, of Peking, stating that a Red Cross Mission from England was on its way to the East.

A letter, received by Major-General Ventris, from Lieut.-Col. Ward, M.P., C.M.G., asking for warm clothes to be sent to Siberia, for the Czechs and Cosacks in his command.

Two telegrams, received by the Com-modore, stating that the British Patriotic League needed help, in the shape of warm garments, for the Czechs and Russian soldiers in Vladivostok.

A telegram, sent to H.E. the Governor by Lord Stanley, stating that General Sir Charles Powell had been appointed Red Cross Commissioner in Siberia.

A letter from the Red Cross Commission in Alexandria containing a list of articles required in Egypt.

After the meeting had discussed the telegrams and letters, the President called upon Mrs. Sutherland (Peak Club), Mrs. Jordan (Helena May Institute), Mrs. McCubbin (Union Church), Mrs. Robinson (Wesleyan Church), and Miss Loureira (Catholic Women's League), to report on the working of their respective parties.

All the ladies reported smooth working and expressed the hope that there would be an increase of activity in the winter. Plans for working were discussed, and it was decided to devote the labours of the Guild to the preparation of warm garments for refugees in Siberia.

Mrs. Young, of the Unity Working Party, applied for a room in the City Hall to which cast-off clothing could be sent.

It was agreed that the Secretary should ask for the use of the cloak-room and that an appeal be sent to the newspapers for gifts of warm clothing to be addressed to Mrs. Young every Friday.

It was explained that children's clothes would be sent, as usual, to England, while men's clothing would be dispatched to Vladivostok.

It was agreed, on the proposal of the President, seconded by the Hon. Secretary, that regular monthly meetings of the Guild should be held, at which suggestions could be offered by heads of working parties and discussed.

It was further decided to send two cases of comfort to Lieut.-Col. Ward, two cases to the British Consul in Vladivostok, and one case of surgical instruments to the American Red Cross.

After further business, the meeting terminated.

## GENERAL WINS THE V.C.

MAGNIFICENT DEEDS THAT STAYED THE ENEMY MASSES.

A Victoria Cross has been awarded to Maj. and Lt.-Col. (T./Brig.-Gen.) George William St. George Grogan, C.M.G., D.S.O., Worcester Regt., who stayed the enemy's advance during three days of critical fighting.

The official account of his magnificent conduct is as follows:—  
For most conspicuous bravery and leadership throughout three days of intense fighting. Brigadier-General Grogan was, except for a few hours, in command of the remnants of the infantry of a division and various attached troops.

His action during the whole of the battle can only be described as magnificent. The utter disregard for his personal safety, combined with the sound practical ability which he displayed, materially helped to stay the onward thrust of the enemy masses.

Throughout the third day of operations, a most critical day, he spent his time under artillery, trench mortar, rifle, and machine-gun fire, riding up and down the front line encouraging his troops, reorganising those who had fallen into disorder, leading back into the line those who were beginning to retire, and setting such a wonderful example that he inspired with his enthusiasm not only his own men, but also the Allied troops who were alongside. As a result the line held and repeated enemy attacks were repulsed.

He had one horse shot under him, but nevertheless continued on foot to encourage his men until another horse was brought. He displayed throughout the highest valour, powers of command, and leadership.

General Grogan is the son of Brigadier-General Edward Grogan, of Torrington, St. Andrews, Fifeshire, who, at one time, commanded the Black Watch and had a brigade in the war. His mother is a sister of Admiral Sir G. F. King-Hall, and Vice-Admiral Sir H. G. King-Hall, and he was born on September 1st, 1875, at Admiralty House, Devonport.

On leaving Cheltenham, and served in West India Regiment, and on the west coast of Africa, transferring to the Yorkshire Light Infantry in 1907. He became brevet lieutenant-colonel of the Worcesters last year, and has gained the D.S.O. and C.M.G. Two of his brothers have fallen in action recently. He is closely related to Sir Edward Grogan, Bt., now with the Rifle Brigade.

## INTIMATIONS

G. R.

## SANITARY BOARD OFFICE.

HONGKONG.

## To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 3 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the EASTERN Division of the City of Victoria, and the EASTERN Division of Kowloon and New Kowloon, occupied by Members of more than one family except those within the European Reservation or in Kowloon South of Austin Road or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANED and LIMEWASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this Notice means that the House should be Lime-washed in respect of all the Walls of each Room, all Cupboards, Partitions, Stair Casings and Stair Linings, all Ceilings and the Underneath of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backwash must have its containing Walls limewashed up to the level of the First Floor. Carved, Painted or Polished Woodwork in Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed, but must be Cleaned.

The Board is prepared to limewash FREE OF CHARGE a limited number of Buildings in those Divisions. OWNERS who desire to avail themselves of this offer should apply in writing to the Secretary on or before the 7th of October.

Of choice among applicants will be in the absolute discretion of the President. The EASTERN Division of the City of Victoria is bounded on the West by Gilmair Street and Peel Street.

Kowloon is divided into the EASTERN and WESTERN Divisions by Nathan Road and a straight line drawn from the North and through the Yau Ma Tei service Reservoir to the Northern Boundary of Kowloon.

J. L. McPHERSON, Secretary.

Dated this 1st day of October, 1918. 12470

## NOTICE.

G. R.

## ANY EUROPEAN, Non-Asiatic or Indian

desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers. All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non compliance is a fine not exceeding \$50. 1248

## A NEW CHINESE-ENGLISH

DICTIONARY.

10,000 Characters; 50,000 Phrases; 850 Pages on Fine Paper, Edited by Drs. V. K. K. LEE and WOO KWANG-KIEN.

List Price, \$8.00.

SPECIAL OFFER TO THE END OF

OCTOBER, 1918, \$5.00.

UP-TO-DATE, Chinese viewpoint; Wade's system of romanization; scientific and technical terms, slang, proverbs, maxims, idiomatic and familiar phrases, and proper places in Chinese included; characters arranged in indexes according to number of strokes and alphabetically; convenient for the desk or carrying. Send in your order with \$5.00 before it is too late.

COMMERCIAL PRESS, LIMITED, PUBLISHERS. 12386

## WAI KEE.

## FLAG & SAILMAKER.

No. 123, Des Vaux Road Central.

Top Floor,

HONGKONG

Telephone No. 1833. 1887

## HOUSES TO LET

TO LET.

## A SHOP in Nathan Road, Kowloon.

KOWLOON MARINE LOT No. 48, suitable for Coal Storage.

Apply to—

HUMPHREYS ESTATE & FINANCE

Co., Ltd.,

Alexandra Buildings. 2000

## HO ENT.

HOUSES on Shamien Canton.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd. 124

## DESIRABLE PROPERTY FOR SALE

GLENSHIEL and BUNGALOW, No. 140 and 141, THE PEAK.

Apply to—

GEO. P. LAMBERT. 12474



## PRISONERS IN TURKEY. APPALLING DEATH-RATE.

Many of our prisoners in Germany have died, but the vast majority have been kept alive, thanks mainly to the food sent to them from this country. The case in Turkey is very different. More than half the prisoners, both British and Indian, taken by the Turks have died in captivity. The mortality has been heaviest among the garrison of Kut, which surrendered on April 29th, 1918, after a siege of five months. About 1,200 of the sick and wounded were exchanged, but practically every man was an invalid; the daily ration for the last few weeks had been horseflesh and four or five ounces of bread. Khalil Bey, the Turkish Commander-in-Chief, realised what would happen if these troops were required to march from Kut into Asia Minor, and telegraphed to Constantinople recommending that they be exchanged on parole. The reply was that "the garrison of Kut are prisoners of war and must be treated as such," and it is not difficult to trace in these words the voice of the Hun. When Khalil Bey communicated the order to General Townshend he assured him that the garrison would be "sincere and most precious guests."

How far was this promise fulfilled? Among British and Indian officers the death-rate has not been very high. The Turks treated them comparatively well, hoping, perhaps, to over-shadow the fate of the rank and file. The latter were called upon to march about 500 miles across the desert to the rail-head at Bas-el-Ain, east of Aleppo. They had no transport, and had to carry on their backs water, blankets, and such miserable food as the Turks provided. The Mesopotamia hot weather was just beginning, and people who knew the country may form some idea of what this meant to troops in the condition of our men. What they suffered will never be fully known. The enemy wisely allowed no British or Indian officer, not even a doctor, to accompany them. But the figures speak. Of 744 men of the Royal Artillery (Regulars) who were taken prisoner in Kut, thirteen have been repatriated, and only 159 of the remaining 731 are believed to be still alive. Of seventy-two men of a Hampshire Territorial battery, only fourteen survive; of 286 men of the Oxfordshire Light Infantry, only seventy-seven; of 233 men of the Norfolk Regiment, only eight-nine. For the Indian troops, who formed three-quarters of the garrison, precise figures are not available, because few letters came through from those who survive, and the Turks have not recorded even the names of many men who have died in captivity. But Mr. Hope, who represents Lord Newton in the House of Commons, stated on April 23rd that out of 6,338 Indians captured by the Turks (excluding those who have been repatriated), 3,445 are either known to have died or have not been heard of. Last night's statement in Parliament of the number of deaths recorded does not make the return less grave, because Mr. Hope admitted that a large number of British and Indian missing had not been traced. Nearly all of those men were taken in Kut, and there can be little doubt that half the Indian portion of the garrison has perished. It may be doubted whether, short of an actual massacre, any prisoners of war in history have suffered more severely than did the garrison of Kut upon this march.

### PRESENT CONDITION DEPLORABLE.

The Turks have also captured about 1,100 British rank-and-file elsewhere in Mesopotamia and in Palestine, and about 300 in Gallipoli. The mortality among these troops also has been heavy, though not so high as among the Kut men. There have been many deaths from typhus, malaria, dysentery, and pneumonia in the different working camps, and Mr. Hope admitted recently that although the mortality has not continued on the scale of two years ago, the present position is deplorable. Some of the rank-and-file are laying a light railway east of Angora, some are working in the Taurus mountains, on the tunnel for the railway, but many are still in Upper Mesopotamia, where the enemy is using them to construct the section of the Baghdad railway west of Mosul. There is overwhelming evidence that all these men are suffering, especially in winter, from insufficient food and clothing. It appears that their rations consist mainly of inferior bread, often made of maize. Sugar is almost unknown, and meat rare. Clothing has been supplied from the Dutch Legation at Constantinople, but its poor quality is bitterly complained of. At one camp the shirts supplied consist of two pocket handkerchiefs sewed together, others the men are without blankets, and go bare-footed or with their feet wrapped in sack. Parcels from home, which in Germany make such a difference to our men, can be no means depended upon in Turkey. The majority of those despatched do not arrive at all, and those which are delivered are often over a year on the journey.

As to the officers, who are distributed among various towns in Asia Minor, they are supplied with no food, but are compelled to buy everything they require in the local bazaars. Bread costs from 2s. 6d. to 4s. per lb., butter 20s. to 40s., sugar 20s. to 30s., potatoes 1s., tea 210. The cause of these prices is the depreciation of the Turkish paper money. Anyone fortunate enough to have a gold pound in his possession can get for it six pounds in Turkish notes. Certain allowances, recently increased, are paid by our Government through the Dutch Minister at Constantinople, but they are quite inadequate, and officers have been compelled to draw large sums from home at a ruinous rate of exchange. To remit from England £12 costs about 210 sterling, but the money, being paid in Turkish paper, is worth less than £2 to the prisoner who receives it. Married officers are spending

(Continued at foot of next column.)

## OUR MINERAL RESOURCES. AN IMPERIAL BUREAU.

At the Imperial War Conference last year it was agreed that it was desirable to take steps to set up an Imperial Mineral Resources Bureau, which should be charged with the duties of collecting information from the appropriate departments of the Governments concerned and from other sources regarding the mineral resources and metal requirements of the Empire, and of advising from time to time what action, if any, may appear to be desirable to enable such resources to be developed and made available to meet the metal requirements of the Empire. Accordingly a special committee (under the chairmanship of Sir James Stevenson, Bt.) was appointed to examine this proposal and to report upon the duties and administrative responsibilities of the proposed bureau. The committee defined the duties of the bureau as follows:—

To collect, co-ordinate, and disseminate information as to resources, production, treatment, consumption, and requirements of every mineral and metal of economic value.

To ascertain the scope of the existing agencies, with a view ultimately to avoid any unnecessary overlapping that may prevail.

To devise means whereby the existing agencies can, if necessary, be assisted and improved in the accomplishment of their respective tasks.

To supplement those agencies, if necessary, in order to obtain any information not now collected which may be required for the purposes of the bureau.

To advise on the development of the mineral resources of the Empire or of particular parts thereof, in order that such resources may be made available for the purposes of Imperial defence or industry.

After consideration of the report of this committee, the Government instructed the Minister of Reconstruction, in consultation with the Secretaries of State for the Colonies and India, to take the necessary action to give effect to the recommendations of the Imperial Conference and the findings of the committee. Detailed proposals were accordingly submitted to the Dominion and Indian Governments, who nominated their representatives on the governing body of the bureau, and the general scheme of the bureau has now been finally ratified by the Imperial Conference. The bureau will be incorporated by Royal Charter, and the governing body, which will be under the presidency of the Lord President of the Council, will consist of the following gentlemen:—

Sir Richard Redmayne, K.C.B. (chairman). Nominated by the Canadian Government. Dr. Willet G. Miller, by the Government of the Commonwealth of Australia. Mr. W. S. Robins, by the Government of New Zealand. Mr. Thomas Hutchinson Hamer, (of the High Commissioner's Office), by the Union of South Africa. The Right Hon. W. P. Schreiner, by the Government of Newfoundland. The Right Hon. Lord Morris, by the Government of India. Mr. R. D. Oldham, by the Secretary of State for the Colonies. Mr. J. Evans, by the Minister of Reconstruction (in consultation with the Institution of Mining and Metallurgy, the Institution of Metals, the Iron and Steel Institute, and the Institute of Mining Engineers). Mr. W. Forster Brown, (Mineral Adviser to H. M. Woods and Forests); Professor H. C. H. Carpenter (President of the Institution of Metals); Dr. F. E. Hatch (member of Mineral Resources Advisory Committee of the Imperial Institute); Sir Lionel Phillips, Bt. (late Director of the Mineral Resources Development Department, Ministry of Munitions); Mr. Edgar Taylor Taylor, (ex-president of the Institution of Mining and Metallurgy); Mr. Wallace Thornycroft (president of the Institution of Mining Engineers).

the savings of years on keeping them alive, and the barest justice demands that our Government compensate them fully, without delay.

### WHAT OUGHT TO BE DONE.

A committee, called the Prisoners in Turkey Committee, has recently been formed to further the interests of the prisoners who are still alive. Its office is at 25, Chester-square, S.W. 1, and the chairman is Lord Henry Cavendish-Bentinck, M.P., who invites communications. Obviously the best thing that we could do for the men would be to get them repatriated. An agreement made at Bern last December for the exchange of invalids was not ratified by the Turks till April, and has not yet been acted upon. Nothing has been done to arrange an exchange of 81 men on the lines of the convention just concluded with Germany. It is hoped that our Government will approach the Ottoman Government without further delay. As we hold about 50,000 Turkish prisoners, it will be necessary for us to offer more than one Turk for every English or Indian soldier.

In the meantime, immediate action is necessary to improve the lot of our men in the coming winter, especially as a bad harvest is feared. Their crying need is for food, clothing, drugs, and medical comforts. The arrangements made up to date for getting parcels to them have failed miserably, and some drastic change of method is necessary. Is it beyond the resources of our diplomacy to arrange with Austria and Bulgaria for supplies to be quickly passed through their territories to Constantinople, and to contrive a means of transporting them from Constantinople to the various camps?—Daily Telegraph.

## "NATION OF VALETS AND SLAVES." BEHIND THE SCENES IN THE REICHSTAG.

The Abbe Wetterlé is well known in this country as the bold apologist for self-determination in Alsace-Lorraine. For many years he conducted a Nationalist paper in Alsace. For sixteen years he represented his province in the German Reichstag. He has been imprisoned for his opposition to German rule. Since the war he has been a vigorous and outspoken enemy of Prussianism.

The abbe would not claim that he is an impartial critic of Germany and the Germans. He has, however, first-hand knowledge and a pretty wit, and his book, "Behind the Scenes in the Reichstag" (Hodder and Stoughton, 6s.), is a valuable addition to the swollen shelves of war literature.

For his colleagues in the Reichstag the Abbe Wetterlé has nothing but good-humoured and amused contempt. The members for Alsace and Lorraine are met at the door with humiliation.

The members of the Reichstag enter their palace by a reserved door opening on to the Thiergarten. Above the door was a powerful stone lion, rampant, holding under its left paw a ball on which one could read the words "Elsass-Lothringen."

"150 idiots." The individual member counts for nothing. The groups make deals with each other and with the Government. Speeches are submitted to the party committee before they are delivered. Opposition is generally theatrical, and through the greater part of the session fewer than a hundred members are in regular attendance. A caustic description of the House was given to the abbe by Herr Müller-Fulda:—

"The Reichstag is composed of three dozen skilful and clever men and three hundred and fifty idiots, who are indifferent to the progress of business. People abroad believe that we possess a national representation. But we have only a handful of operetta conspirators, whom an enlightened stage-manager directs as he thinks fit. With us such big words as Ministerial responsibility, liberty, and democracy have no meaning. We are a nation of valets and slaves. Everything is foolish verbosity in our parliamentary struggles."

The Kaiser once described the Reichstag as "a herd of swine," and the members hoard and tremble. Their manners, according to the abbe, are atrocious, and they are amenable to small bribes.

When the end of the session drew near the Chancellor informed the members that if, before leaving, they voted such and such a Bill to which the Government attached special importance, the Reichstag would not be closed but merely adjourned, which meant that during the holidays the members could continue to travel at the expense of the public. Rarely did the majority resist this tempting prospect.

### SOME PERSONALITIES.

When we speculate in England on what the Reichstag will be like in certain circumstances it will be well for us to recall the Abbe Wetterlé's picture of its impotence.

The character sketches of individual members are delightful. Spain, the leader of the Centre, is "an ambitious magistrate, given to cringing and begging. When this tall man of insignificant appearance was obliged to contradict the Chancellor or his collaborators there were always tears in his voice."

Erzberger is "a big fellow, with a smart and vulgar face. On seeing him for the first time nobody would guess that this mass of unhealthy-looking fat enveloped a most headstrong mind."

Von Bulow, the subtle prophet of Pan-Germanism, "easily forgets his promises and breaks his engagements without scruple. Lying, which he always accompanies by a captivating smile, costs him no effort whatever."

Bethmann-Hollweg is "a poor creature, without will power. Picture to yourself a tall, well-made, but thin man, who does not know what to do with his long arms and legs—a man, whose bony, bearded face is without expression, whose eyes, buried in two deep sockets, always have the same anxious look, and whose thick and pendulous lower lip still further accentuates his disconcerting appearance. There you have Herr von Bethmann-Hollweg."—S.D., in Daily Express.

## BRITISH IN MESOPOTAMIA.

In the House of Commons, recently, Lord E. Cecil, in answer to Sir J. Jardine, said:—As regards the operations in the Mesopotamian Political Administration, very satisfactory progress is being made in redeeming the country from the state of ruin into which it had fallen under the Turks. Thirteen Government primary schools, four municipal State-aided schools, four municipal schools, and a survey school have been opened; extension classes in agriculture have also been started. The local demand for education is very insistent, and is being met rapidly as the supply of teachers will permit. Large tracts of land hitherto untitled have been brought under the plough through the combined efforts of the people and the Political Administration. Use has been made of mechanical tractors and artillery horses, which have supplemented the ordinary means of cultivation.

The opening up of the country by road, rail, and improved water transport, and the establishment of security on the highways, have resulted in an increase of prices of commodities. The contrast between the improved condition of Mesopotamia and that of the neighbouring country occupied by the Turks, where disorder and famine are chronic, has not failed to impress the population and its leaders. The relations between our troops and the people are excellent, and a spirit of harmony and co-operation prevails. The opinion is frequently expressed that the British people mean well by the Arab race.

## THE SUBMARINE'S FATE. INTERESTING ADDRESS BY SIR E. GEDDES.

Speaking at the opening of the exhibition of naval photographs organised by the Ministry of Information, at Prince's Galleries, Piccadilly, Sir Eric Geddes, said: "Since I became First Lord of the Admiralty a year ago I have been particularly concerned about the great difficulty which we all feel at the Admiralty in giving to the public some description of the work which is done all day and every day and every night by the Navy, by the Auxiliary Navy, and by the Mercantile Marine. There are difficulties in giving a description of their work, which only we who have to try to tell the public as much as we can are able to realise. The greatest difficulty of all is the difficulty of secrecy. We must not give information to the enemy. That fact hampers us in every way. We feel that the narratives which we are able to give are bald, and they are bald because we really cannot give any more. He felt that the exhibition would supply the want much more fully, because the public would be able to see there the accomplishments of the silent service. There are phases of naval activity which can hardly be portrayed by pictures," he went on. "There is hardly a day when we are not over Heligoland Light, either over the water, on the water, or under the water. We cannot give you pictures of that. There are days when officers, who take these pictures mostly from the air, are over there attacking German mine-sweepers, on reconnaissance, and taking photographs. These officers and men come back among us, and we meet them in the evening, and hardly realise what they have been through."

### FIGHTING EVERY DAY.

"The story of fighting goes on every day. I was sorely tempted before I came here to bring a batch of telegrams lying on my desk this morning. It is a batch similar to that which appears there every morning, showing that the same work is going on by day and night. One of the pictures in the exhibition shows the result of a depth charge. A depth charge is dropped in the wake of a submarine and explodes at the depth at which it has been set. These depth charges are one of the most potent weapons we have against the submarine. Submarine crews are observed by aircraft, who hunt them down. It is by means of that hunting and these depth charges that the submarine is turned from the hunter to the hunted. (Cheers.)"

Mining before the war was looked upon in the Navy as rather a ratcatcher's job. I think this has changed, and offensive mining is one of the most sought-after employments in the Navy. You will have read in the papers of the great mine barrage across the North Sea. Just think what that means—a barrage stretching from Norway to the north of Scotland. You have heard of the barrage in the Dover Straits and in the Heligoland Bight. These mines are laid by one of the corps d'élite in the Navy. The fastest craft and some of the best men in the navy are now engaged in mine-laying. They go into the Bight at night, and they must be out by daylight. They are light craft who go through the enemy minefields, and mine inside them.

"The maintenance of the Dover Patrol is a story in itself. Occasionally the enemy tries to raid it, but gradually the mine is hemming in the submarine, which is being controlled and getting less freedom, and I am glad to say there are also fewer of them." (Cheers.)

### THE REEF FLAG.

"I heard," continued Sir Eric, "an amusing story about our American Allies this morning. As you know, we have American units with the Grand Fleet. They take turn about with us. We are all one Navy up there, and the American admiral came on board the flagship one day and said to Sir David Beatty: 'For the first time I have seen the Royal Standard floating in the Grand Fleet.' 'Oh!' said Sir David, 'Where's the admiral?' 'I passed it just now,' said the admiral. 'Oh, no,' said Beatty, 'it is impossible. It cannot fly, you know.' 'But it is flying,' replied the American admiral, 'look at it over there. There's John Bull on the flag.' Beatty looked. It was a blue bull on a white flag—the flag of the meat boat." (Laughter.)

### SUDDEN AIR WARS.

## ANGER OF MOBILISATION IN A FEW HOURS.

A vivid picture of the possibilities of the war in the air of the future is given by Mr. John Steel in the *National Review*.

"The prospect of daylight raids by enormous fleets over half the area of Great Britain is," he writes, "the least we must be prepared to meet in any future war. The mobilisation of modern sea fleets and land armies takes at least a month. The mobilisation of an air fleet could be completed in a day. An aerial fleet, ostensibly built for commercial traffic, is available at very brief notice. At a given signal the squadrons are mustered at their aerodromes. Standardised bomb-trucks are substituted for the ordinary fittings. Bombs are delivered by motor lorry from the State arsenals. Within a few hours of the mobilisation orders being issued the squadrons are ready to start. They travel at a hundred miles an hour or more. Very possibly no ultimatum is issued, and there is no formal declaration of war."

"They reach the territory of their victim at 9 p.m. one evening, mobilisation having begun at dawn and being executed with profound secrecy. They destroy the arsenals, naval bases, and one or two civilian centres, returning immediately to their own aerodromes to refuel and reload. In the absence of genuinely masterful defences all nations will presently lie at the mercy of any Power sufficiently unscrupulous to wage aggressive wars in this fashion."

## THE TENNIS MATCH.



She—I've humoured you a bit in tennis before but you know we are playing for a War Bond ticket now and I'd just love to stick you—Game!

Distressed male opponent takes his licking cheerfully and pays up like a man. He now speaks of entering for the next mixed doubles with the lady as his partner.

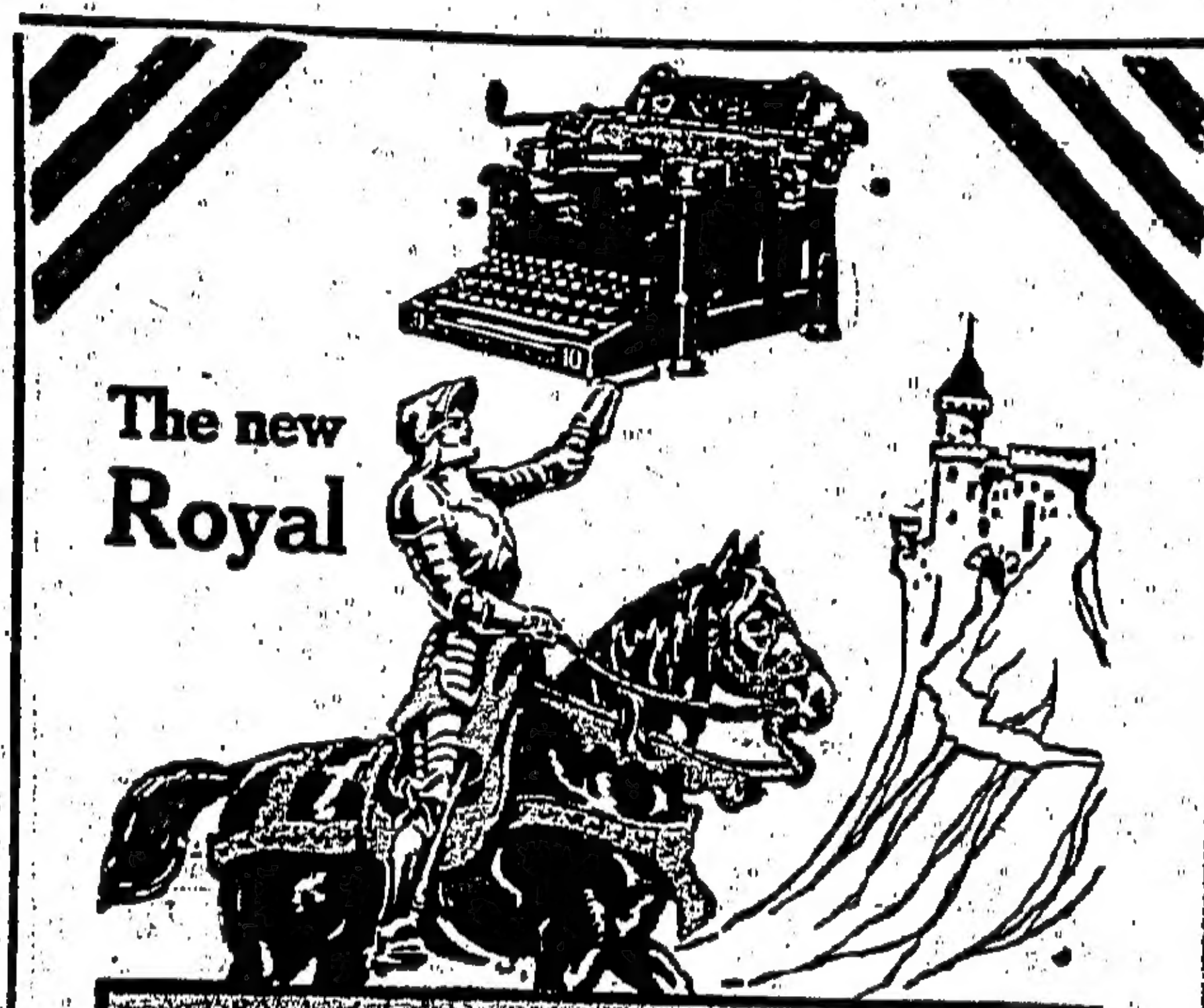
## HONGKONG ST. ANDREW'S SOCIETY

## WAR BOND DRAWING

31st December, 1918.

TICKETS ON SALE AT ALL BAKERS, HOTELS, CLUBS AND STORES.

[2365]



## The new Royal

## The Herald of Better Service

In the arena of "Big Business" has appeared a new steel-brained champion, the Master-Model of the Royal—the machine with the rapid-fire action; the typewriter that fires letters as an automatic gun spits bullets!

Unless you are "Royalized," you are paying the price of the Royal without knowing it—besides that of your old style machine—in the higher cost of your business letters.

Built for "Big Business" and its Great Army of Expert Operators. This master-machine does the work of several typewriters in one—it writes, types cards and bills! The one machine does it all—without any "special" attachments.

The following net cash prices are based upon the present high exchange:—

10" Carriage \$140. 14" Carriage \$180.  
18" Carriage \$180.  
ALEX. ROSS & CO.  
Telephone 27.

## PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE.

### OPERATING THE NEW FIRST-CLASS STEAMERS

"ECUADOR," "VENEZUELA" AND "COLOMBIA,"

14,000 tons each.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

### THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon.

S.S. "VENEZUELA"	Oct. 9th.
S.S. "ECUADOR"	Nov. 6th.
S.S. "COLOMBIA"	Dec. 4th.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TORO KIANG KAIHWA and the CANADIAN PACIFIC OCEAN SERVICES, Ltd.

For further information rates, literature, schedules, etc., apply to COMPANY'S OFFICE in Alexander Building, Canton Road.

68



# CANADIAN PACIFIC

## OCEAN SERVICES LIMITED

PACIFIC SERVICE.

# CANADA, UNITED STATES AND EUROPE

QUICKEST TIME ACROSS THE PACIFIC

SAILINGS ON OR ABOUT

"MONTEAGLE" ... 9th Oct. "KEY WEST" ... 30th Nov.

Freight Service only.

Regular Mail, Passenger and Freight Services.

Excellent Accommodation. Moderate Rates.

Dominion Express Company's Travellers' Cheques issued, a safe and convenient way of carrying funds.

For freight rates and through bills of lading via Vancouver in connection with Canadian Pacific Railway to all Overland Points in Canada and United States also to Europe and West India, apply to P. D. MATHESON, General Agent, Passenger Dept., HONGKONG.

# P. & O. S. N. CO.

## ROYAL MAIL SERVICE

VESSELS despatched to the Undermentioned PORTS

LONDON and BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

SHANGHAI, MOJI and KOBE.

LONDON via SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID and MARSEILLES.

SHANGHAI, MOJI, KOBE and YOKOHAMA.

LONDON and BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

WIRELESS ON ALL STEAMERS.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to P. L. KNIGHT, Acting Superintendent.

P. &amp; O. S. N. Co.

# INDO-CHINA S. NAV. CO., LTD.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

MANILA ... "LOONGSANG" ... Fri. 4th Oct. 3 p.m.  
 TIENTSIN via CHEFOO ... "CHIPSHING" ... Tues. 8th Oct. 10 p.m.  
 SHANGHAI ... "TAISANG" ... Tues. 8th Oct. 10 p.m.  
 HAIPHONG ... "TAKSANG" ... Wed. 9th Oct. 3 p.m.  
 MANILA ... "YUENSANG" ... Fri. 11th Oct. 3 p.m.

CAICUTTA LINE.—This line is temporarily discontinued owing to the war, but at present a monthly service is maintained with Calcutta by the s.s. "KWAISANG".

SINGAPORE LINE.—The s.s. "VAN WAERWIC" leaves for Singapore approximately every fortnight. This vessel has excellent accommodation for first-class passengers, and is fitted throughout with Electric Light and Fans and also carries a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamer on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when a weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Andam, Jesselton, Labuan, Tawau and Lahad Datt.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to JARDINE MATHESON & CO., LTD., General Managers.

Telephone No. 215.

# KUHARA SHOJI KAISHA.

## KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (KOBE).

Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, BOMBAY, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAU, BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,  
 M. HASHIMOTO,  
 General Agents.

Telephone No. 2103.

## WEATHER REPORT.

October 2nd, 11.25.—Warning to Hongkong Coast Ports, 30.—Typhoon nearly stationary in Lat. 18 deg. N. Long. 137 deg. E.

October 2nd, at 11.30.—No returns from Japan and Vladivostok. Pressure changes are everywhere slight; the general distribution differs little from yesterday.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 86.34 inches, against an average of 78.18 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast.  
 Hongkong to Gap Rock—N.E. winds, 5 to 10; drizzle; fine.  
 Formosa Channel—North winds, strong.  
 South Coast of China between the same as Hongkong and Lanchow—No. 1.  
 South Coast of China between the same as Hongkong and Hainan—No. 1.

## HONGKONG'S STORM SIGNALS A NEW CODE.

New local and non-local storm signals codes were introduced at Hongkong on July 1st, 1917, in place of the old Local Code and the China Coast Code.

The principal change in the Local Code is that the new signals will show the direction from which the gale is expected, whereas the old signals showed the position of the typhoon. The latter will be indicated, as heretofore, by the non-local signals. The new Local Code is given below:

Signal. Symbol. Meaning.

1.—Red cone.—A typhoon exists which may possibly cause a gale at Hongkong within 24 hours.

2.—Black cone.—Gale expected from the North (N.W. to N.E.).

3.—Black cone inverted.—Gale expected from the South (S.E. to S.W.).

4.—Black drum.—Gale expected from the East (N.E. to S.E.).

5.—Black ball.—Gale expected from the West (N.W. to S.W.).

6.—Double cone.—Gale expected to increase.

7.—Black cross.—Wind of typhoon force expected (any direction).

Signal No. 7 will be accompanied by three explosive bombs, fired at intervals of 10 seconds at the Water Police Station and repeated at the Harbour Office.

The signals will be lowered when it is considered that all danger is over. The Day Signals will be displayed at the masthead of the storm signal mast, the flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, the flagstaff on the premises of the Standard Oil Company at Lai-chikok, and the flagstaff near the Field Officer's Quarters at Lyemun.

NIGHT SIGNALS. (Lamps.)  
 1.—White-white-white.  
 2.—White-green-green.  
 3.—Green-white-white.  
 4.—Green-green-white.  
 5.—White-white-green.  
 6.—Green-green-green.  
 7.—Red-green-red.

The Night Signals will be displayed, at sunset, on the tower of the Railway Station, on H.M.S. Tamar, and on the Harbour Office flagstaff. They will have the same signification as the day signals.

Signal No. 7 will be accompanied by explosive bombs as above, in the event of the information conveyed by this signal being first published at night.

SUPPLEMENTARY WARNING.  
 When local signals are displayed in the Harbour a cone will be exhibited at the following stations:—Gap Rock, Waglan, Stanley, Aberdeen, San Ki Wai, Sai Kung, Sha Tau Kok and Tai Po, to notify the fact to native craft and passing ocean vessels.

Further details can always be given to ocean vessels, on demand, by signal from lighthouses.

The object of the code is to give at least 24 hours' warning of a gale (Force 8 by Beaufort Scale, or 40-45 m.p.h., mean velocity by Dines Anemometer) and also warnings of expected changes in the direction and force of the wind. Owing, however, to the uncertain movements of typhoons, and to insufficient telegraphic observations, it will occasionally happen that signals 2 to 5 may be displayed without a gale occurring at Hongkong, or even Gap Rock, but the reverse is not likely to happen, except in the case of typhoons forming in the vicinity and travelling rapidly towards Hongkong, or of a local typhoon increasing its rate of progression abnormally.

Signal No. 1 is intended as a warning to "Stand By" and watch for the next signal.

In the new non-Local Code the approximate velocity of the storm centre will be shown, in addition to its direction of motion, and the position of the centre will be given in degrees of latitude and longitude. The time at which the warning was issued will also be given.

## CHINA COAST METEOROLOGICAL REGISTER.

2nd OCTOBER, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature	Humidity.	Wind Direction.	Force.	Weather.
Vladivostok	6 a.	30.06	67	88			b
Nemuro	6 a.	30.06	67	88			b
Hadodate	6 a.	30.06	67	88			b
Tokio	6 a.	30.06	67	88			b
Kochi	6 a.	30.06	67	88			b
Nagasaki	6 a.	30.06	67	88			b
Kagoshima	6 a.	30.06	67	88			b
Osakima	6 a.	30.06	67	88			b
Naha	6 a.	30.06	67	88			b
Ishigakijima	6 a.	30.06	67	88			b
Bonin Island	6 a.	30.06	67	88			b
Weihsaiwei	6 a.	30.06	67	88	SW	5	b
Hankow	6 a.	30.06	67	88			b
Ichang	6 a.	30.06	67	88			b
Kiukiang	6 a.	30.06	67	88			b
Cheangsha	6 a.	30.06	67	88			b
Shanghai	6 a.	30.06	67	88	NW	1	b
Gutzlaff	6 a.	30.06	67	88	NW	1	b
Sharp Peak	6 a.	29.88	74	61	NW	1	b
Amoy	6 a.	29.86	72	67	NW	1	b
Swatow	6 a.	29.86	72	66	NW	1	b
Taihook	6 a.	29.88	70	68	NW	1	b
Taiwan	6 a.	29.75	70	70	NW	2	b
Tientsin	6 a.	29.75	70	70	NW	2	b
Kobeun	6 a.	29.75	70	70	NW	2	b
Pescadores	6 a.	29.75	68	70	NW	2	b
Canton	6 a.	29.90	68	73	NW	2	b
Hongkong	6 a.	29.81	71	61	NW	1	b
Gap Hook	6 a.	29.86	70	74	NW	1	b
Macao	6 a.	29.86	70	74	NW	1	b
Yuechow	6 a.	29.86	70	74	NW	1	b
Haoow	6 a.	29.86	70	74	NW	1	b
Pakhoi	6 a.	29.86	70	74	NW	1	b
Phulien	6 a.	29.81	72	82	NW	1	b
Touraine	6 a.	29.84	73	82	NW	1	b
Cape St. James	6 a.	29.81	75	82	NW	1	b
Appari	6 a.	29.81	75	82	NW	1	b
Dagupan	6 a.	29.81	81	84	NW	1	b
Manila	6 a.	29.81	81	84	NW	1	b
Legaspi	6 a.	29.81	81	84	NW	1	b
Tacloan	6 a.	29.81	81	84	NW	1	b
Iloilo	6 a.	29.81	81	84	NW	1	b
Surgino	6 a.	29.81	81	84	NW	1	b
Guzon	6 a.	29.81	81	84	NW	1	b
Lapan	6 a.	29.81	78	91	NW	1	b



## INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.  
Managing Agents.

## "ELLERMAN" LINE.

(FLEETMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.  
Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.  
General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAID
SHANGHAI	"SUNNING"	On 3rd Oct. 3 P.M.
SHANGHAI	"YINGHONG"	On 5th Oct. 3 P.M.
CHEFOO and TIENTSIN	"HUICHOW"	On 7th Oct. 3 P.M.
SHANGHAI	"SINKIANG"	On 8th Oct. 3 P.M.

SHANGHAI LINE-PASSENGERS, MAILS and CARGO.  
Excellent Saloon accommodation, Ample Electric Light and Fans in Saloons and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

TELEPHONE 35

BUTTERFIELD & SWIRE,  
Agents

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW  
AND RETURN.

(Occupying 8 to 10 Days).

"KAIYAN"	—   Capt. A. E. Hodgins	FRIDAY,	4th Oct. at 1 P.M.
"HAIHONG"	—   Capt. J. W. Evans	TUESDAY,	8th Oct. at 1 P.M.

\* Calling at Amoy Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,  
General Managers

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamer have excellent Saloon accommodation for Passengers and are

Equipped with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage apply to

DAVID SASSOON & CO., LTD.  
Agents

## P. &amp; O. S. N. CO.

## ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO

## MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO  
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamer	Leave Hong Kong	Clearing: Mail Str. from Colombo	Due at Marseilles	Due at London
Colombo				

When Passengers change Steamers at COLOMBO, Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.  
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO  
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge.

INTERMEDIATE STEAMERS  
(Non-Transshipment),  
IN ADDITION TO THE ABOVE MAIL STEAMERS,  
WILL LEAVE DIRECT FOR  
MARSEILLES AND LONDON,  
Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO  
AND PORT SAID.  
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.  
Proposed Sailings:

STEAMERS	Leave Hong Kong about	Leave Suez about	Due at Marseilles if calling about	Due at London about
The Intermediate Service is Temporarily Suspended.				

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.  
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DUGGLES, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.  
For further information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

P. L. KNIGHT,  
Acting Superintendent.

NIPPON YUSEN KAISHA.  
(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI KOBE & YOKOHAMA	SHIDZUOKA MARU 12,300 tons WED. 8th Oct. 11 A.M.	
	KAGA MARU 12,300 tons WED. 30th Oct. 11 A.M.	
NAGASAKI KOBE & YOKOHAMA	AKI MARU 12,300 tons SAT. 19th Oct. 11 A.M.	
	NIKKO MARU 9,800 tons SAT. 14th Dec. 11 A.M.	
SHANGHAI, MOJI & KOBE	TOTOMI MARU 7,000 tons FRI. 18th Oct.	
LONDON or LIVERPOOL via SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN		
MELBOURNE via MANILA, ZAMBOANGA, THUR, IS, TOWNSVILLE, BRISBANE & SYDNEY		
NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL		
BOMBAY via SINGAPORE, MALACCA & COLOMBO		
CALCUTTA via SINGAPORE, PENANG & RANGOON		

§ Omitting Shanghai and/or Moji.

† Wireless telegraphy.

## HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

Next SAILINGS FROM HONGKONG.

† KATORI MARU — SUN. 20th Oct. at 11 A.M.

† SUWA MARU — TUES. 14th Nov. at 11 A.M.

§ Omitting Manila and/or Keelung.

For further information apply to

NIPPON YUSEN KAISHA.  
H. MOBI, Manager.

Telephone 323 and 333

## TOYO KISEN KAISHA

## SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU,  
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	20,000	THURS. 31st Oct.
SIBERIA MARU	20,000	TUES. 19th Nov.
TENYO MARU	20,000	MON. 25th Nov.

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA and IQUIQUE.  
THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
NIPPON MARU	11,500	Nov. 8th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LEAF and the PACIFIC MAIL STEAMSHIP CO.  
Passengers may travel by Rail between Ports of Call in Japan free of Charge.  
For full information as to rates, sailings, etc., apply to—

TELEPHONE 3274 and 3275.

T. DAIGO, Manager,  
King's Building.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SERVICE TO AND FROM SHANGHAI  
SERVICE TO AND FROM SUFOPT.

Ports of call:—Shanghai, Hongkong, Haiphong, Saigon, Singapore,  
Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, apply to

F. RADAMELLE,  
Agent,  
Queen's Building.



## O. S. K.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

GENOA LINE—Monthly service via Singapore, Bombay and Port Said.  
MARSEILLES LINE—Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.

NORTH AMERICAN LINE—Regular fortnightly service between Hongkong and Peking Sound ports touching at intermediate ports in Japan.

"MANILA MARU" — MONDAY, 31st Oct. at 3 P.M.  
"CHICAGO MARU" — SATURDAY, 28th Oct. at 3 P.M.

SOUTH AMERICAN LINE—Every two months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

BOMBAY LINE—Regular fortnightly service for Bombay sailing at Singapore, and Colombo.

JAVA LINE—Monthly service for Batavia, Sourabaya and Samarang.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Amoy, N. Z., Sydney and Melbourne.

FORMOSAN LINE—The steamers will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the Wharf Telephone No. 76 will be fixed.

KEELUNG via SWATOW and AMOY.

"KAIJO MARU" — SUNDAY, 13th Oct. at 10 A.M.

TAKAO via SWATOW and AMOY.

"SOHU MARU" — THURSDAY, 10th Oct. at 8 A.M.

FOR SAILING DATES AND FURTHER PARTICULARS

Please Apply to—

K. YAMASAKI, Manager,  
No. 1, Queen's Building.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry) "CHINA" (10,800 tons, American Registry)

SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" — October 24th. "CHINA" — November 18th.

An unsurpassed high-class passenger service.

O. H. RITTER, Freight and Passenger Agent,  
Ice House Street. Tel. 1943.



